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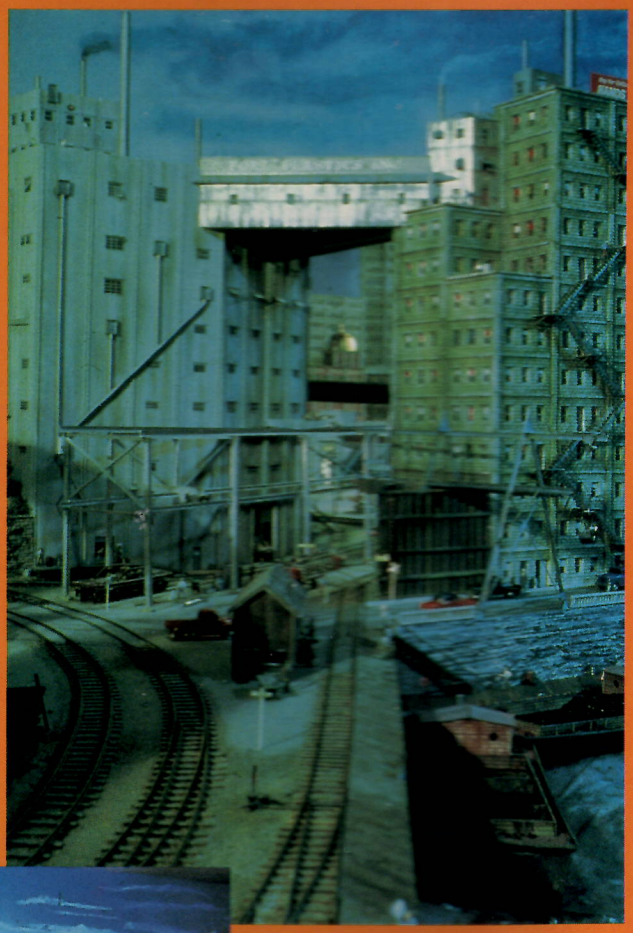

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KODACHROME: CHIP SHERMAN

NEW FROM GE are BC Rail Dash 9-44CWLs 4641-4644, equipped with Locotrol for remote slave service. The 4641 was at Squamish, British Columbia, on April 18, 1995 (**above**). GE is also delivering 203 a.c.-drive, 100-series AC4400CWs to Southern Pacific. On May 4th, the 107 was on train EYMSL at North Yard in Denver (**right**).

KODACHROME: CHIP SHERMAN

EMD LEASING applied a simplified paint scheme to its last seven SD70Ms, including 7019, which was working a UP train on Track 3 of Sherman Hill (**above**) at Speer, Wyoming, on April 27, 1995. See RAILNEWS.

THE SUSQUEHANNA now has super cabs! SD70M 4050 was at VMV in Paducah, Ky., on May 20, 1995 (**below**). NYS&W also saw some of Canada's first "flared" units (**right**) in the form of CP SD40M-2s (ex-D&RGW SD45s rebuilt by MK) leading train 252 at Little Ferry, N.J., on April 14. See RAILNEWS.

FUJI VELVIA: MARK SONZOGNI

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From the Publisher's desk: They Made It World Class

There are many fine collections of railroad equipment in this country, many of them suffering from a severe lack of protection from the elements so that even where maintenance is continual, volunteer help is barely able to keep up with the ravages of vandals and weather. They need money to do it.

One that had suffered was Steamtown of Vermont. Now operated by the National Park Service in Scranton, Pennsylvania, Steamtown has done much to create a superb display that will attract the public, but critics complain that Steamtown is second rate and not worthy of public funding. In our view Steamtown is well on its way to becoming a world class railroad museum, just as is the California Railroad Museum in Sacramento and the B&O Museum in Baltimore. In addition to the former Lackawanna engine shop facility, Steamtown has access to the former DL&W main line for excursions and is near the Pocono resort area, anthracite mine museum, Delaware Water Gap and other tourist attractions.

About a hundred miles south of Scranton, there was a dedication on May 20, 1995, of a large new wing at the Railroad Museum of Pennsylvania in Strasburg. The covered display area has been enlarged with a Victorian style train shed whose tracks house steam and electric locomotives and complete trains representing different eras of railroading going back to the 1870s. Much of the equipment came from the Pennsylvania Railroad collection and includes 2-8-0 1187, which had been displayed at the 1939 New York World Fair and E6 460, the famous "Lindberg" 4-4-2. I'd last seen 460 on a Railroad Enthusiasts fantrip to Atlantic City in the 1950s. Also on display is the "other" preserved K4s Pacific, 3750, now looking much as she did in her prime (the famous "Horseshoe Curve" K4s 1361 is presently in Altoona).

Throughout the interior are seminar rooms, model displays, bells, statues, paintings and other railroad artifacts. For the dedication there was a band, speeches, seminars and costumed guides. Outdoor displays center around a working former Lehigh Valley turntable. Here are the original riveted GG1 4800, Nickel Plate Berkshire 757, Lehigh Valley Budd Car 40, Reading camelback goat 1187 made famous by Mantua in HO scale many years ago, as well as a representative collection of Pennsy motive power.

On the dedication weekend in May, the 1940 Altoona-built *John Bull* replica chuffed around the yard, contrasting to the giant new Conrail SD60I fresh from assembly the week before at Conrail's Altoona Shop — 55 years of Altoona-built power on display, and the steam engine was the one that was running! Strasburg's ex-CNR 2-6-0 came in occasionally to ride the turntable. The adjacent Strasburg Rail Road had a 1920 vintage freight traversing its trackage with three steamers in operation: the CNR 2-6-0 89, Great Western 2-10-0 90 and one of our featured locomotives of this issue, N&W 4-8-0 475. With beautiful weather, the charm of the Amish countryside, the TCA toy train museum and many other nearby attractions, the Railroad Museum of Pennsylvania can now be ranked among the handful of world class railroad museums.

RAILFAN & RAILROAD

August 1995/vol.14 no.8

RAILROAD / founded 1906 / vol. 117 no. 5

Features

40 **Norfolk & Western's remarkable 4-8-0s**/Thomas D. Dressler
49 **The 1995 R&LHS Railroad History Awards**/William L. Withuhn
50 **Main Line Railroading in Oregon**/Steve Jessup
58 **Branch Line to Fame**/Thomas D. Dressler
63 **Baldwin Field Day**/Color coverage

Departments

4 **Railnews**/news in color
6 **Fanmail**/letters from readers
7 **Timetable**/events
10 **Museum & Tourist Railroad Directory**/plan your travels
14 **Railroadiana**/product news and reviews
20 **Videos**/videotape reviews
24 **Camera Bag**/Organizing Your Photography (Robl)
27 **We'd like you to meet...**/Jessup
32 **On the Menu**/Trackside Eateries
33 **Railfun**/Curt Katz
34 **Transit Currents**/George M. Smerk
36 **Railnews**/news in detail
60 **Railnews**/news in color
61 **Markers**/editorial commentary
62 **Switch List**/classified advertising
64 **Advertising Index**/the railfan marketplace
66 **Railnews**/news in color

Cover

The state of Oregon has plenty to offer the visiting railfan, and one of its busiest and most spectacular main lines is the Union Pacific along the south shore of the Columbia River. On March 29, 1990, a pair of UP Dash 8-40C's had a westbound manifest at the end of double track at Cascade Locks. Steve Jessup reviews the main line action in Oregon in his article beginning on page 50. Kodachrome by Keith E. Ardinger.

Back on September 7, 1957, 4-8-0 429 had Norfolk & Western Mixed 201 southbound on the Abingdon Branch at Warrensville, N.C. More Abingdon action can be found on page 58, and on page 40 Tom Dressler relates the story behind the N&W's unusual 4-8-0s. Kodachrome by Robert F. Collins.

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RAILROAD AVENUE ENTERPRISES

Fanmail

Those are ex-C&NW F-units

A couple of errors slipped into your news item and photo caption of the ex-C&NW F-units in the July issue.

First, the A units are currently numbered C&NW 400-403; there is no 404. Second, the units are pictured outside the east end of the steam locomotive shop. There is no diesel shop here, but we do maintain the historic diesels in the steam shop.

Finally, while there are no plans to restore the C&NW F7s, if we eventually restore any of them, they will be painted, lettered and numbered as Union Pacific locomotives, not C&NW.

STEVEN A. LEE
Manager Train Operating Practices
Union Pacific Railroad
Cheyenne, Wyo.

The book on Burma-Shave

In reference to the June 1995 MARKERS, there is a book about the Burma-Shave signs that readers might be interested in: *The Verse by the Side of the Road*, by Frank Rowsome, Jr., published by Stephen Greene Press. The first printing was in 1965.

BILL LEDERMANN
San Francisco, Calif.

Here are two more for your Burma-Shave collection:

Train wrecks few / reason clear / fireman / never hugs / engineer / Burma-Shave.

Train approaches / whistle squealing / pause / avoid that / rundown feeling / Burma-Shave.

KRIS MILLER
Somerset, Pa.

Enjoyed the bit in June about the Burma Shave signs. I remember years ago riding with my parents and seeing them along the road. One sticks in my mind:

Spring has sprung / the grass / has riz / where last year's / careless driver is / Burma-Shave.

HARRY J. BEUCHERT
Kearneysville, W.Va.

On Santa Maria Valley tonners

Your RAILNEWS article on page 34 of the June '95 issue about the Northern Nevada contains an error. Santa Maria Valley 70-tonners Nos. 30 and 40 were sold to Northern Nevada, *not* the 70 and 80, as stated. The 70 and 80 are the only GE 70-tonners left running on the Santa Maria Valley. A few years ago the SMV had eight units running, sometimes triple-heading them! Number 10 is still on the property being cut-up for parts, and the 20 and 50 were sold to Peninsula Terminal in Portland, Oregon. The rare GE U6B No.60 was cut up several years ago.

The SMV now has a rebuilt GP9 that rotates in service with the 70 and 80. Most days, though, they use just one unit.

PETER ARNOLD
San Luis Obispo, Calif.

No divide on the Carrizozo

The caption on page 56 of the Carrizozo District feature in the July 1995 issue asserts that "The Continental Divide appears to be a little more than a bump... at Corona." Either an unwary writer or map-less editor allowed a slip-through here.

The map on page 54 would be instructive enough, with the Rio Grande River flowing by Albuquerque, Belen and El Paso. The Rio Grande empties into the Gulf of Mexico between Texas and Mexico. Thus, Corona, New Mexico, would be some distance east of the Divide.

Electric railways carried not only passengers

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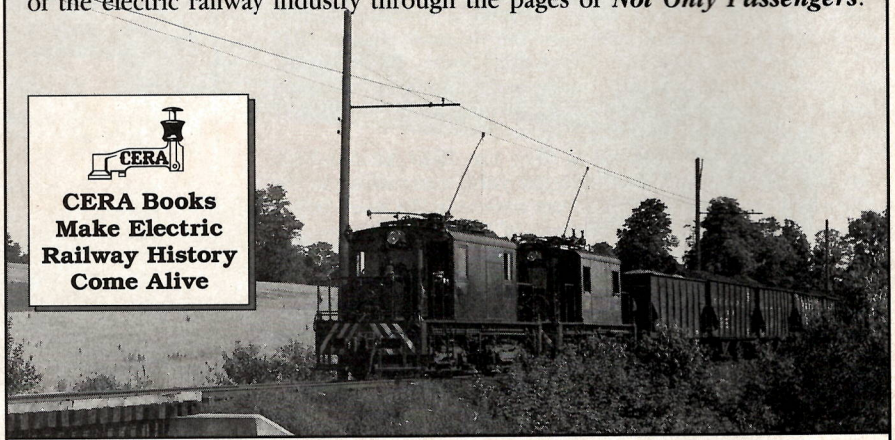

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Central Electric Railfans' Association, P.O. Box 503, Chicago, IL 60690

The New Mexico highway department map indicates the Continental Divide crosses the SP about 25 miles west of Deming, N.M.

There is an interesting conjecture as to what vital role the over-and-under crossing at Vaughn, N.M., might have played had SP and SF actually merged back in the 1980s.

THEO E. SOMMERKAMP
Columbus, Ohio

You're right. It seems the highest point on the SP system is not straddled over the Continental Divide, as one might assume. The SP crosses the divide at an elevation of 4584 feet between Lordsburg and Deming, N.M., which is more than 2000 feet lower in elevation than Corona. Blame the mistake on a somewhat mapless editor, not the author — B.K.

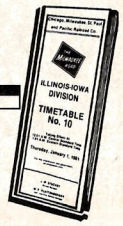
Those hot UP E-units

In reading the February 1995 FANMAIL, I came upon Daniel Schroeder's "hot" comments regarding the Union Pacific E9s. I was with Dave Stanley when we made the trip across the environs of the Sacramento valley when the temperature was in the upper 90s to low 100s, and, yes, it gets hot in these units due to the carbody construction. I can see that the air conditioned cabs of the Dash-8s and SD70Ms have dulled the senses as to Daniel's past operating history on Amtrak's E's (many of these were ex-UP). It also recalled memories of my days on the Rock Island out of Chicago in the sweltering heat riding E's, F's and, yes, extremely hot GP7s. If one knows that these locomotives were rebuilt to keep the same exterior design as they had in the 1950s, then an engineer should not expect to have air conditioning. I am sure that to provide such would require modifications to accommodate intake ducts and equipment. The modern locomotives have side carbody doors to remove the air units for repairs.

I guess what all this means is that, if you request to operate these unique units, you should be prepared to operate like in the good old days. And, if you think the diesels are really hot, you ought to ride in the cab of a steam locomotive across Missouri in mid-August. "Oh, for the good ol' days!"

BOB KRIEGER
Union Pacific steam crew
Cheyenne, Wyo.

Timetable



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RAILFAN EVENTS

STEAMTOWN GRAND OPENING ACTIVITIES in and around Scranton, Pennsylvania, are scheduled as follows. For tickets and updated information, contact: Steamtown Grand Opening Committee, P.O. Box 431, Scranton, PA 18501; 717/342-7711.

June 30-July 1 NYS&W 2-8-2 142 round trip Syracuse and Binghamton, New York, to Scranton, $99.95 coach from Syr., and $79.95 from Bing., including double occupancy room at Univ. of Scranton (contact NYS&W at 800/366-6979, x-142). **July 1** NRHS Convention trip from Pocono Summit, Pennsylvania, to Scranton, possibly powered by Milwaukee Road 4-8-4 261; Steamtown ribbon cutting. NYS&W 142 used on the hourly Moscow trips. **July 2-4** Hourly round trips Scranton to Moscow, Pennsylvania, powered alternately by Milwaukee Road 4-8-4 261 and Pere Marquette 2-8-4 1225. **July 15** Round trip Scranton to Carbondale, Pennsylvania, using Steamtown power; Scranton to Moscow round trips powered by Milwaukee 261; maintenance of way equipment on display. **July 22-23** Milwaukee 261 round trip Scranton to Syracuse, New York. **July 30-August 1** NRHS equipment displays

August 12-13 Diesel and intermodal displays. **August 19-20** Milwaukee 261 round trip Scranton to Binghamton both days. **August 27** Steamtown train round trip Scranton to Carbondale.

PUEBLO, COLORADO, July 2-4. Pueblo Railfest '95 at Pueblo Union Station 8am-9pm. Equipment displays, modular layouts, walk-through tours. Adults $2, ages 6-12 $1. Contact: Pueblo Locomotive & Rail Historical Society, P.O. Box 322, Pueblo, CO 81002; 719/947-3359.

MIDDLETOWN & HUMMELSTOWN RAILROAD, 136 Brown Street, Middletown, PA 17057 (717/944-4435) will host the following special events.Trains depart from Race Street Station, prepaid reservations required on trips with meals.

July 3-4 Uncle Sam on the train, departing 11am, 1, 2:30

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and 4pm (no 4pm train on the 4th), adults $6, children 3. **July 15** Trip to Indian Echo Caverns departs 4pm, with buffet picnic and live music, adults $21, children $12.50. **July 29** M&H 105th anniversary dinner train departs 6:30pm for round trip along Swatara Creek with hot meal served on board, adults $25, children $18.50.

August 12 Trip to Indian Echo Caverns departs 4pm, followed by chicken barbecue and live music, adults $22, children $15. **August 26** Dinner trip departs 6:30pm, adults $25, children $18.50.

PETERSBURG, VIRGINIA, July 6-8. N&W Historical Society Annual Convention at Ramada Inn Convention Center. Free shuttle service between hotel and Amtrak station at Ettrick for those arriving by train. Events include tour of Old Dominion Chapter NRHS museum at Richmond, model displays, model and photo contests, catered picnic alongside N&W main line at Crewe, layout tours, banquet with special guest speaker. Registration $30 for members, $35 for non members, additional charges for banquet and tours. Contact: N&W Historical Society, P.O. Box 201, Forest, VA 24551-0201; 703/978-6673. To reserve rooms at the Ramada phone: 804/733-0000.

REDMOND, OREGON, July 9. Mt. Emily Lumber Shay No.1 will power Sunday Champagne Brunch Train to Prineville and return on 38-mile route through Crooked River Valley. Depart 11am, return 2pm. Contact: Crooked River Railroad Company, 525 S. 6th Street, Redmond, OR 97756; 503/548-8630.

BOSTON, MASSACHUSETTS, July 15-30. "Pacific Northwest Experience" via Amtrak from southern New England to Portland, Ore.; Seattle, Wash.; and Vancouver, B.C. Fares start at $2000 per person coach, double occupancy. For details send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone: 617/361-4445.

CHICAGO, ILLINOIS, July 21. Railroad Club of Chicago will operate a photographer's excursion to Fox Lake via scheduled Metra/MILW trains, making numerous intermediate photo stops. Depart Union Station 4:20pm, return 8:37pm. Adults $18, under 12 with adult $9. Contact: Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

CHICAGO, ILLINOIS, July 23. Railroad Club of Chicago will operate a luncheon trip to the famous Millers Home Cafe in New Carlisle, Indiana, using scheduled South Shore Line interurban trains. Depart Randolph Street 10am, return 5pm. Adults $30, under 12 $15, includes rail transportation and buffet lunch. Contact: Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

JERSEY CITY, NEW JERSEY, July 23. "Steam Sunday" at CNJ Terminal Building in Liberty State Park, noon-5pm. Steam whistles in operation, with historical transportation exhibits, movie and slide presentations and lectures. *Free admission.* Contact: D. Kindervatter, Liberty State Park, Morris Pesin Drive, Jersey City, NJ 07304; 201/915-3411.

MONTANA ROCKIES DAYLIGHT two-day one-way excursions between Sandpoint, Idaho, and Billings, Montana, (passengers may board at either point) operated by Rail Views Limited, 218 Cedar Street, Sandpoint, ID 83864 (800/519-RAIL) on the following dates over scenic MRL (ex-NP) trackage powered by F45 diesels via Evaro Hill, Mullan Pass, Missouri River Canyon and Bozeman Pass. Overnight stay at Missoula. Fares for two-day, one-night tour (per person, double occupancy): coach $399, dome car Club Service $549. Motor coach connection beteen Sandpoint and Spokane, Washington, $17.50. Three-day side tour of Yellowstone National Park $189.

Sandpoint-Missoula-Billings: July 28-29, August 11-12, August 26-26, September 8-9, September 22-23.

Billings-Missoula-Sandpoint: July 30-31, August 13-14, August 27-28, September 10-11, September 24-25.

MIDLAND, MICHIGAN, August 2-5. C&O Historical Society Annual Conference featuring Pere Marquette 2-8-4 1225 and steam trip on Huckleberry Railroad. Contact: Attila Zombor, 12973 Wesley, Southgate, MI 48195; 313/283-5060.

SPRINGFIELD, ILLINOIS, August 3-6. Illinois Central Railroad Historical Society 16th Annual Meeting at Holiday Inn East, 3100 S. Dirksen Parkway. Contact: Mark L. Miller, 1204A W. Central, Marion, IL 62959-1022; 618/997-5788 evenings.

ST. LOUIS, MISSOURI, August 5. UP E9s will power rare mileage excursion to Chester, Illinois, along Mississippi River; Chester-Mount Vernon on ex-MP Pinckneyville Sub; Mount Vernon-Chester on ex-C&EI and back to St. Louis. Ride all or part of trip, dome seating available. Contact: St. Louis Chapter NRHS, 11221 Manchester Road, Suite 321, St. Louis, MO 63122; 314/353-5635.

FLANDERS, NEW JERSEY, August 6. High Bridge Branch Dinner Train on newly reopened trackage operated by Morristown & Erie, complete with M&E dining car china. Limited coach seating also available. For details send SASE to: New Jersey Midland Railroad Historical Society, P.O. Box 6125, Parsippany, NJ 07054.

TUKWILA, WASHINGTON, August 11-12. MILWEST Annual Meet at Tukwila Community Center, 7pm-midnight Friday, 9am-midnight Saturday. Adults $8, couples and families $12. Contact: Doug Nighswonger, 23715 NE 6th Court, Redmond, WA 98053.

MILBANK, SOUTH DAKOTA, August 12-13. Milbank Trainfest '95 featuring trains rides on the Whetstone Valley Express, motor car show, railroadiana and more. Train ride

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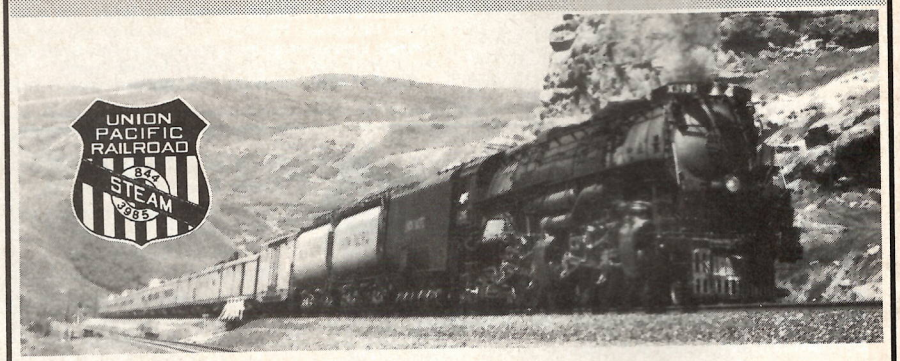

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COAL COUNTRY CAB UNITS debuted in May 1995. On the 13th, Reading FP7s 902 and 903 were at Pocopson, Penna., (**below**). The authentically restored pair made their official debut on May 20th. Also on the 20th, the ex-C&NW "Lehigh Valley" F7s 576 and 578 powered their first trip together on NJ Transit with a photo stop (**above**) at Mt. Olive, N.J. See RAILNEWS.

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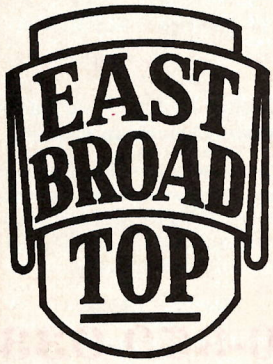

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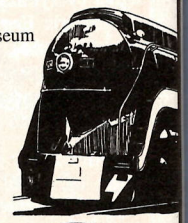

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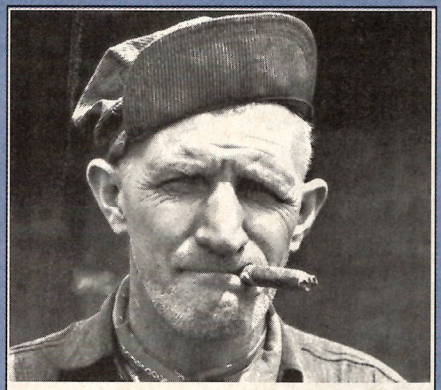

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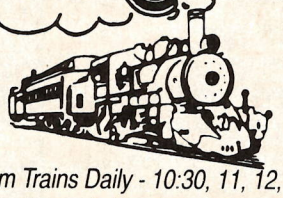

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July 1-2, Kansas City, Missouri, American Royal Complex, 1800 Genessee, Suite 100. **July 8-9,** Dayton, Ohio, Dayton Hara Complex, 1001 Shiloh Springs Road. **July 15-16,** Houston, Texas, Astrodome. **July 22-23,** Pomona, California, Fairplex. **July 29-30,** Buffalo, New York, Buffalo Convention Center Plaza.

August 5-6, Dallas, Texas, Fair Park. **August 19-20,** Raleigh, North Carolina, Raleigh Civic & Convention Center, 500 Fayetteville Street Mall. **August 26-27,** Cincinnati, Ohio, Cincinnati Convention Center, 525 Elm Street.

LANCASTER, PENNSYLVANIA, July 1-2. Lancaster Chapter NRHS Railroadiana Show at Eden Resort Inn, 222 Eden Road, 9am-6pm Saturday, 9am-3pm Sunday. Admission $2, under 12 free. Contact: Walter Koob, 40 Tennyson Drive, Lancaster, PA 17602; 717/295-4584.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission: $5 adults, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Monroeville, Pennsylvania, July 8-9, Pittsburgh Expo Mart. **Fitchburg, Massachusetts**, July 15-16, Royal Plaza Trade Center. **Timonium, Maryland,** July 29-30, Timonium Fairgrounds.

Edison, New Jersey, August 5-6, Raritan Center Expo Hall. **Pennsauken, New Jersey,** August 19-20, South Jersey Expo Center.

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following railroadiana meets.

July 8-9, Raleigh, North Carolina, North Carolina State Fairgrounds, 1025 Blueridge Road. **July 29-30,** Charlotte, North Carolina, Charlotte Hornets Training Facility, Exit 88 off I-77.

August 19-20, Bristol, Tennessee, Viking Hall, Exit 3 off I-81. **August 26,** Clemmons, North Carolina, Holiday Inn, Exit 184 off I-40.

DENVER, COLORADO, July 13-14. National Association of Timetable Collectors Annual Convention at National Western Complex. Contact: James Ehernberger, P.O. Box 28, Cheyenne, WY 82003-0028.

LOGANSPORT, INDIANA, July 15. Logansport Train Show & Swap Meet at Logansport Mall, 10am-4pm. Operating layouts, *free admission*. Contact: Michael Bassett, P.O. Box 1022, Plainfield, IN 46168-8395; 317/839-0308.

LA CROSSE, WISCONSIN, July 22. Rail Fair '95 at Copeland Park, 10am-5pm. Memorabilia show and sale, railroad exhibits, guided tours of steam locomotive, caboose and Grand Crossing tower. Admission $2, under 12 free. Contact: The 4000 Foundation, P.O. Box 3411, La Crosse, WI 54602; 608/784-0036.

AUSTINTOWN (YOUNGSTOWN), OHIO, July 23. 17th Annual Northeastern Ohio Railroadiana Show at Austintown Fitch High School on Idaho Street, 10am-4pm. Admission $3.50, under 12 free. Contact: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216/755-19.

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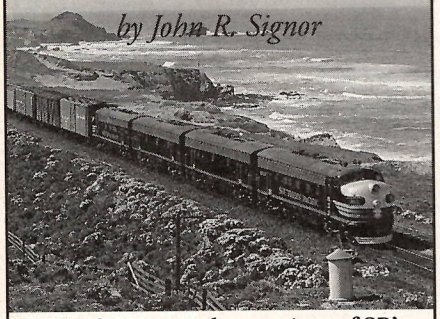

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SPRINGFIELD, ILLINOIS, August 4. Illinois Central Railroad Historical Society 16th Annual Railroadiana Show at Holiday Inn East Conference Center, 3100 S. Dirksen Parkway, 9am-4pm. Admission $1, family maximum $2. Contact: Mark L. Miller, 1204A W. Central, Marion, IL 62959-1022; 618/997-5788 evenings.

ELMONT, NEW YORK, August 6. St. Vincent DePaul parish Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-3pm. Admission $5, seniors $3, under 12 free with adult. Contact: Frank Deoria, 1510 De Paul Street, Elmont, NY 11003; 516/352-2127.

DELAND, FLORIDA, August 12. Sunshine Railroadiana and Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, SR 44 and I-4, 9:30am-3:30pm. Admission $3, 12 and under free. Contact: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

LEWISBURG, PENNSYLVANIA, August 13. Central Pennsylvania Chapter 20th Annual Train Meet at National Guard Armory, Route 15 S, 9am-3pm. Admission $3, under 12 free. Send SASE to: Bill Lawton, R.R. 2, Box 472 W, Sunbury, PA 17801.

BETHPAGE, NEW YORK, August 13. East Meets West Train and Toy Show at Knights of Columbus Hall, 519 Central Avenue, 9am-1pm. Admission $3, under 12 free with adult. Contact: Carmelo Sancetta, P.O. Box 1286M, Bay Shore, NY 11706; 516/666-6855.

BILLINGS, MONTANA, August 19. Yellowstone Valley Train Show and Swap Meet at Albedoo Shrine Temple, 1125 Broadwater Avenue, 10am-5pm. Admission $2, under 12 $1 without adult, free with adult. Contact: Dale Matthaes, 1833 Clark Avenue, Billings, MT 59102; 406/656-1042 after 5pm.

SQUAMISH, BRITISH COLUMBIA, August 19-20. 1st Annual Rail Show in the Park at West Coast Railway Heritage Park, 9am-4pm. Railroadiana, collectibles and much more. Park admission $3.50, no extra admission for rail show. For details phone: 604/420-1292.

FORT WAYNE, INDIANA, August 20. Train & Collectible Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Rd., Fort Wayne, IN 46809; 219/747-4485.

FRANKLIN SQUARE, NEW YORK, August 20. R.R. Lines Train and Toy Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/775-4801.

GILBERTSVILLE, PENNSYLVANIA, August 20. Gilbertsville Train-O-Rama at Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, under 12 free with adult. Contact: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

ATLANTA, GEORGIA, August 26. Southeastern Railroadiana Collectors 18th Annual Railroadiana and Train Show at Georgia International Convention Center, south of Atlanta Airport, adjacent to Sheraton Gateway Hotel, 9am-4pm. Admission $4, under 12 free, tables $30. For details send LSASE to: John Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

Railroadiana

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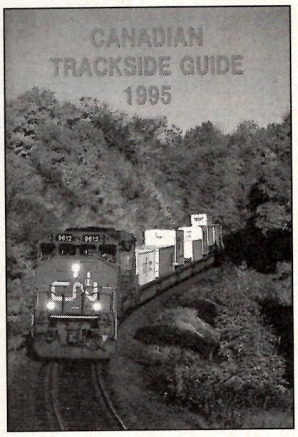

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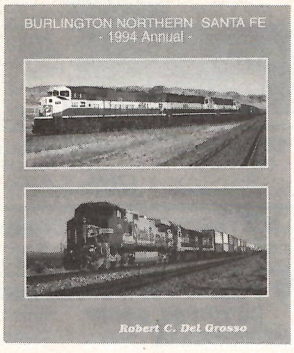

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We've got a new railroad and a new annual, *Burlington Northern Santa Fe Annual - 1994* Follow Robert C. Del Grosso as he reports on the BN during 1994 with concise coverage leading to their merging with the AT&SF. This years Annual features BN's Snow Removal Equipment, the first decade,, new equipment, 1994 motive power review, up-to-date roster, maps, loco assignments, the new SD70MAC's, plus an *All Color Section*, and much more. There's another first this year - The Annual is *HARDBOUND* with 160 pages. Follow us into this new era of western railroading with our pre-publication offer of $38.00 + $3.50 s/h - $5.00 foreign. Price will be 44.95 after mid-June.

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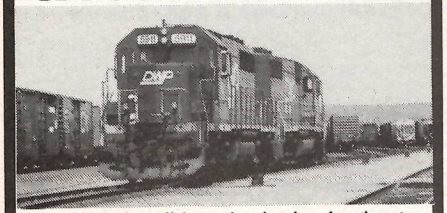

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Williamsport Hill, an F7 and RS2 emerging from Knobley Tunnel, the brand new CTC board within NC tower in Hagerstown, back-to-back BL2s and an FA leading eastbound coal at Shady Grove, four F-units bringing covered hoppers down and around Helmstetter's Curve and a 2-8-0 shoving the hind end of empty coal hoppers over the Durbin Branch diamond at Elk River Junction. The book sells for $49.95 plus $3.50 shipping ($5.00 for foreign shipping, N.J. res. add tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820.

John Riddell's **The Railways of Toronto, Volume Two — The First Hundred Years** is a 38-page 8½″×11″ horizontal-format softcover pictorial looking back at steam and early diesel operations in Ontario's key rail city. Hefty captions point out every detail in the black and white scenes of Toronto Union Station, freight yards, the visiting GM *Train of Tomorrow*, a CN SW8 shuttling 1950s freight cars down the four-tracked Oakville Subdivision, a streamlined CPR Jubilee departing Sunnyside station, a pair of F-M C-Liners powering CN freight, a CPR P2f Mikado crossing the Humber River Bridge and more. There are also 19th Century track plans for Grand Trunk Railway and Credit Valley Railway properties in Toronto and a 1954 map of all railways in and around the city, complete with yards and junctions. It sells for $12.00 plus $1.00 shipping (Canadians add GST) from British Railway Modelers of North America, 5124 33rd Street NW, Calgary, Alberta T2L 1V4.

The **Directory of Railway Stations of Ontario, Volume I** is a 38-page 8½″×11″ horizontal-format softcover from the publishers of the quarterly *Canadian Station News*. The province of Ontario is broken into four sections, and railway stations in each of those sections are listed in somewhat random order based on location under headings of railroad name and town. Each listing describes the station's precise street location and its current status. Nearly half the entries are illustrated by small-but-adequate black and white photos of the depot or station being discussed. This is by no means a detailed history of Ontario's stations, but it's a convenient guide for those who would like to track them down. It's also a good compilation and comparison of Canadian depot designs. It sells for $19.95 plus $4.00 shipping from Canadian Station News, P.O. Box 171, Cobourg, Ont. K9A 4K5.

The history of the Chignecto Ship Railway in Nova Scotia is chronicled in **Ketchum's Folly**, a 130-page 5½″×8″ softcover by Jay Underwood. During the 1880s, Canada sought to ease the marine transport of goods to and from the Maritime provinces by building a railway that linked the Bay of Fundy with the Gulf of St. Lawrence. But, the connection eventually proved too costly as it required the unloading and reloading of freight between ships and trains at two points before the cargo even reached its final destination. Henry Ketchum's pipe dream of a solution was to build a 17-mile "ship railway" across the Isthmus of Chignecto. The double-tracked route would support a 230-foot cradle, riding on 192 wheels, which would ferry an entire sailing ship over dry land from one body of water to another. Ketchum "dropped dead of a heart attack outside the swank Amherst Hotel" in 1896, and his as-yet-unfinished Chignecto

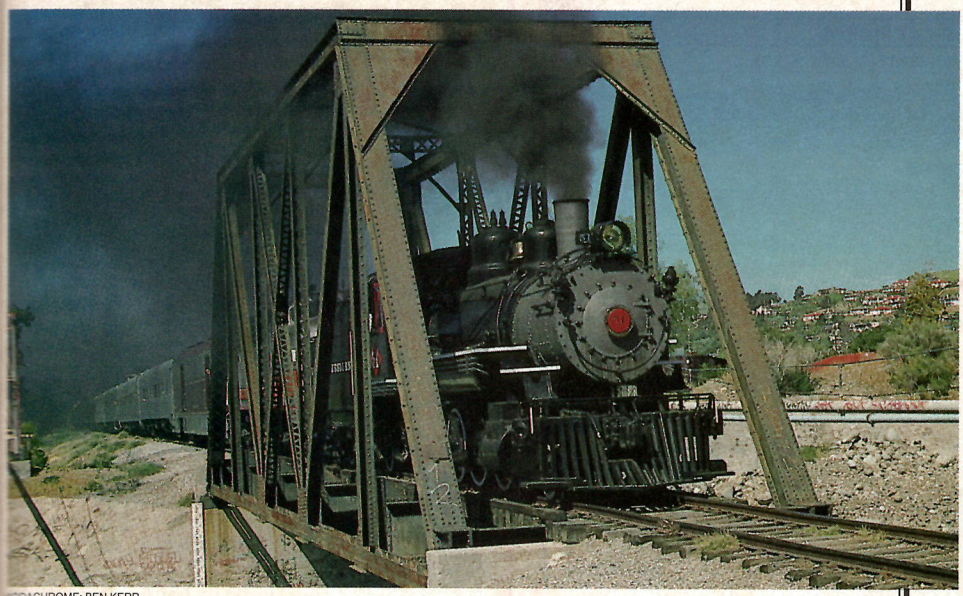
Railnews

UNION PACIFIC 2-8-0 618 made her maiden run on Utah's Heber Valley Railroad on May 13, 1995. Heber Valley's three-year restoration of the 618 included graphite smokebox and sublettering for UP predecessor Oregon Short Line. The 1907 Baldwin was overhauled prior to retirement in the 1950s and worked the "Heber Creeper" trains in the 1970s. It returned to service during 1986-1990, but when the state-organized Heber Valley Railroad took over the line in 1991, the 618 was held aside for a major overhaul, and trains were powered by an ex-U.S. Army 44-tonner.

FORMER GREAT WESTERN 2-8-0 No.51 steamed its way across Santa Paula Creek while departing Santa Paula, California, on April 22 with the first of the weekend's "Spring Rail Festival" excursions on the Fillmore & Western Railway. Ten round trips were operated east from Santa Paula on about five miles of F&W's ex-SP track. F&W F7 101 (ex-Maryland Midland, nee-C&NW 413) provided back-up power. These were the first of several steam- and diesel-powered excursions F&W has scheduled through September. No.51 entered a lease on the F&W in late 1991 after serving the Yakima Valley Rail & Steam Museum Association's operation in Toppenish, Washington. For details on the Fillmore & Western's excursions, phone 805/524-2546.

A STEAM-POWERED COAL TRAIN was run out of North Reading, Pennsylvania, on the Reading & Northern on May 7, 1995, and the public was invited to ride along in cabooses. The turn-out was so overwhelming that a gondola was added to handle the passenger overflow. Shuttling the train of empty coal hoppers north into anthracite country was Blue Mountain & Reading's ex-Gulf, Mobile & Northern 4-6-2 425. The empties were dropped at Minersville and swapped for outbound anthracite loads in R&N's new hoppers. The 1928 Baldwin could not be turned and was photographed on the return trip running tender-first at Marlin.

FUJICHROME: JEFF TERRY



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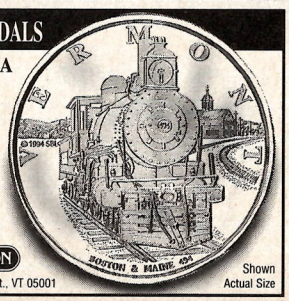

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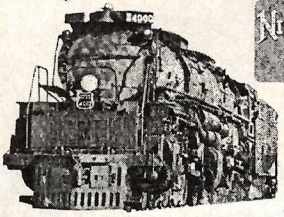

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BY MIKE DEL VECCHIO

New [River] Arrivals

"Old Milwaukee on the New," produced by American AltaVista, 1520 Martin Street, Suite 202, Winston-Salem, N.C. 27103, is the first program we're aware of covering the 1994 New River trips, very noteworthy since these 30-plus car passenger trains were pulled by Milwaukee 4-8-4 261. The tape combines the work of ten native videographers, who covered all four operating days, into one continuous trip. Needless to say, the coverage is quite complete and the imagery quite varied, including just about every conceivable line side angle, with on-train footage in addition. Only one of the four days had blue skies, but it was the gloomy days that provided the most impressive sound and visuals. Overall, the show is quite folksy, featuring producer Bob Loehne's "down home" narration, brief cameo interviews with railroaders and railfans, plus some of the "color" of a New River chase by showing the annual "Bridge Day" where people bungee jump and parachute off America's highest road bridge, plus a ride over one of America's top 10 most dangerous road bridges and a snippet bouncing down the dirt roads to get trackside in the Gorge. Another bonus is the vintage collection of several New River Trains previous; pulled by various steam locomotives and occasional diesels (including the Clinchfield F-units).

This tape is lots of fun to watch, and while the video quality varies due to the number of shooters, the editing is quick-paced and the program contains a lot of very impressive steam scenes (no lingering runbys). However, we can't help but chide producer Bob Loehne, a native Virginian who's never been on Sherman Hill due to his Confederate contempt for the Civil War General, consistently mis-pronounced the name of the Kanawha River, from which the C&O's 2-8-4s were named (it's kan-AWH!). This is a fun show with plenty of genuine enthusiasm for the subject. 100 minutes, $39.95 plus $4.00 shipping).

Union Pacific E9s on video

Fresh from the souvenir car on the Union Pacific excursion train is **"Union Pacific Heritage, Return of the Streamliners. The E9s,"** produced by Gandy Dancer Productions exclusively for the Union Pacific steam team as an official souvenir video. This show is a quick little documentary of UP's A-B-A E9s and the matched excursion train during 1994, including the trips over Cajon Pass and the 125th Anniversary of the Golden Spike trips, both accompanied by 4-6-6-4 3985. The other outings covered include the April 23, 1994, photo spectacular over Sherman Hill sponsored by David Goodheart; July 4th weekend trips through the Feather River Canyon sponsored by the Pacific Limited Group; the mid-August trip

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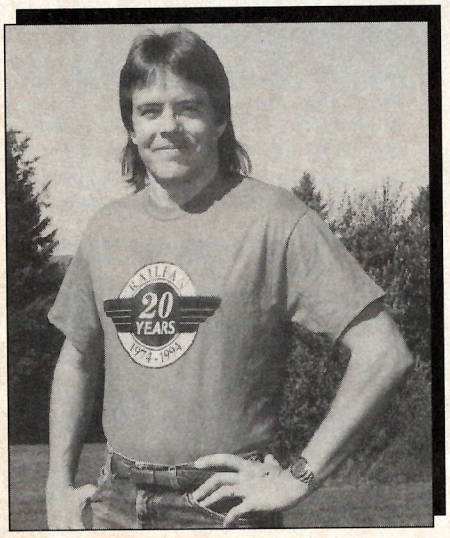

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Tape No.

South Amboy to N.Y. City (GG-1) 1 hr. 7
Bay Head Jct. to Matawan, N.J. (FP-40) 1 hr. 11
Phila.,PA to N.Y. City (AEM-7) 1 hr.30 min. 14
N.H. Conn. to Springfield, MA (CF-7) 1 hr.30 min. 10B
N.Y. City to New Haven, CT (AEM-7) 1 hr.45 min. 15
Wash.,D.C. to Phila.(AEM-7) 1 hr.45 min. 13
Harrisburg to Philadelphia (FP-40) 1 hr.45 min. 5
Philadelphia to Harrisburg (FP-40) 1 hr.45 min. 4A
Harrisburg to Huntingdon (FP-40) 1 hr.55 min. 4B
Huntingdon to Johnstown (FP-40) 1 hr.50 min. 4C
Johnstown to Pittsburgh (FP-40) 1 hr.45 min. 4D
New Haven, CT to Prov., RI (FP-40) 1 hr.50 min. 9A
Providence, RI to Boston, MA (FP-40) 1 hr. 9B
Denver to Grand Jct.,CO (FP-40) VIA D&RGW
Part 1.....1 hr.40 min. 17A
Part 2.....1 hr.40 min. 17B
Part 3.....1 hr.40 min. 17C
Part 4.....1 hr.40 min. 17D
Sparks, NV to Oakland, CA (FP-40) VIA SP
Part 1.....1 hr. 40 min. 18A
Part 2.....1 hr. 40 min. 18B
Part 3.....1 hr. 40 Min. 18C
Part 4.....1 hr. 40 min. 18D
White Fish to Havre, Montana (FP-40) VIA BN
Part 1.....1 hr.55.min. 19A
Part 2.....1 hr.55 min. 19B
Chicago to Valparaiso, IN (FP-40) 1hr.25 min. 20A
Ft. Wayne to Valparaiso, IN (FP-40) 1 hr.55 min. 20B
Chicago to Michigan City (FP-40) 1 hr. 21-4
Mich.City to Kalamazoo, MI (FP-40) 1 hr.15 min. 21-5
Toledo to Detroit (FP-40) 1hr.50 min. 21A
Detroit to Jackson (FP-40) 1 hr.35 min. 21B
Jackson to Kalamazoo (FP-40) 1hr.30 min. 21C
Albany to Croton-Harmon (FP-40) 1hr.50 min. 22A
Croton-Harmon to Grand Cent. Term.(FL-9) 1 hr. 22B
Albany to Pittsfield, MA (FP-40) 1 hr.15 min. 23A
Pittsfield to Springfield, MA (FP-40) 1 hr.20 min. 23B
Springfield to Worcester, MA (FP-40) 1hr.15 min. 23C
Worcester to Boston, MA (FP-40) 1 hr.20 min. 23D
North Sta. to Fitchburg, MA(RDC) 1 hr.25 min. 37
Rockport, MA - North Sta.(Push-Pull)1 hr. 20 min. 38
Attleboro-So.Sta & Lowell-No.Sta. 1 hr.20 min. 39
Ipswich-No.Sta. & Stoughton-So.Sta 1 hr.46 min. 40
No.Sta-Haverhill &Framingham-So.Sta 1 hr 43 min. 41
Franklin to So.Sta.+Highlights of MBTA Lines 1 hr. 36
Enola, PA to Shocks Mills Bridge(SD-40) 1 hr. 24A
Shocks Mills Br. to Holtwood (SD-40) 1 hr. 24B
Holtwood to Port Deposit (SD-40) 1 hr. 24C
Port Deposit to Amtrak "OAK" (SD-40) 1 hr. 24D
Pittsburgh to Suterville, PA (FP-40) 1 hr. 20-3
Suterville to Indian Creek (FP-40) 1 hr. 20-4
Indian Creek to Rockwood (FP-40) 1 hr. 20-5
Rockwood to Hyndman (FP-40) 1 hr. 20-6
Hyndman to Stuart Tunnel (FP-40) 1 hr. 20-7
Stuart Tunnel to Martinsborg (FP-40) 1 hr. 20-8
Martinsburg to Dickerson (FP-40) 1 hr. 20-9
Dickerson to Washington, D.C. (FP-40) 1 hr. 20-10
Chicago to Miller, IN (South Shore MU) 1 hr. 25A
Miller to Michigan City (South Shore MU) 1 hr. 25B
Michigan City to South Bend (South Shore MU) 1 hr. 25C
Raritan to Newark, N.J. (Push-Pull) 1 hr. 12
Atlanta to Temple (FP-40) 1 hr. 30-1
Temple to Iron City (FP-40) 1 hr. 30-2
Iron City to Pell City (FP-40) 1 hr. 30-3
Pell City to Fairfield (FP-40) 1 hr. 30-4
Fairfield to Hull (FP-40) 1 hr. 30-5
Hull to Meridian (FP-40) 1 hr. 30-6
Chicago Union Station to Aurora (E-9) 1 hr 42 min. 72
Richmond to Alexandria, VA+Run-Bys R.F.& P.(GP-40-2)
Part 1 48-1
Part 2 48-2
Part 3 48-3
Part 4 48-4
Atlantic City to Atco, N.J.(GP-40PH-2) 1 hr. 53A
Atco, N.J. to 30th Street Sta. Phila. (GP-40PH-2) 1 hr. 53B
Lindenwold, N.J. to Philadelphia (PATCO) 1 hr. 77
Hoboken to Montclair, N.J.(MU)+Hoboken Festival 1 hr. 67
Hoboken to Gladstone, N.J. (MU) 1 hr 30 min. 58
Hoboken to Dover, N.J. (MU) 1 hr 30 min. 59
Hoboken to Suffern, N.Y.(Bergen County Line) 1 hr. 60
Hoboken to Suffern, N.Y. (Erie Main Line) 1 hr. 61
Hoboken to Spring Valley, N.Y. (U-34CH) 1 hr. 62
Suffern to Campbell Hall, N.Y. (RDC) 1 hr. 63A
Campbell Hall to Port Jervis, N.Y. (RDC) 1 hr. 63B
Hoboken to Netcong, N.J.(Boonton Line) 1 hr 30 min. 68
Wayne Jct (Phila) to W.Trenton, N.J. (MU) 1 hr. 74
30th Street Sta.,Phila to Norristown, PA (MU) 1 hr. 75
Elwyn to Wayne Jct, PA (Media Line)(MU) 1 hr. 73
69th Street (Phila) to Norristown, PA (Bullet car) 1 hr. 46
Media, Sharon Hill Lines to 69th St. (Kawasaki Car) 1 hr. 50
Groton, CT to Gardner, MA (P & W M-420R)
Part 1 One Hour 81-1
Part 2 One Hour 81-2
Part 3 One Hour 81-3
Part 4 One Hour 81-4
Providence, RI to Worcester, MA (GE B-23-7) 1 hr 35 min. 82

Tape No.

Jamaica to Speonk,NY (GP-38-2) 1 hr. 20 min. 85
Babylon to Patchogue & return (FA & GP-38-2) 1 hr.12 min. 86
Pt. Jefferson to Huntingdon & Jamaica to L.I.City 1hr.6 min. 89
Long Beach to Los Angeles, CA 1 hr.13 min. 91

TRACKSIDE ACTION VIDEOS

All One Hour - Color - Sound

"P.R.R. E-8 Diesels in Action" 32
"P.R.R. Double Headed Steam" 16
"P.R.R. Main Line Steam" 16-B
"Strasburg Steam" 6
"Amtrak's N.E. Corridor Part I" 3-1
"Amtrak's N.E. Corridor Part II" 3-2
"Amtrak's N.E. Corridor Part III" 3-3
"Amtrak's N.E. Corridor Part IV" 3-4
"Amtrak's Harrisburg Line" 45
"B.N. E-8 Diesels in Action" 35
"Tracking The Big Apple" 44
"The Hudson River Lines" 49A
"Conrail's Reading Rails Part 1 92
"Conrail's Reading Rails Part 2 93
"Conrail Fast Freights - Middle Division" 51
"Conrail Fast Freights - River Line" 52
"Conrail Fast Freights - Juniata Rails" 66
"Conrail Fast Freights - Lebanon Valley Line" 76
"Railroading in Canada" 31

TRACTION VIDEOS

"Trolleys of Philadelphia" 1hr.Color-Sound 54
"Trolleys of Pittsburgh" 1hr.Color-Background Music 55
"Trolleys of Boston" 1 hr.Color-Background Music 65
"Trolleys of Pennsylvania" 1 hr Color-B&W- Music 43
"Philadelphia Trans. Co. 1930-68" 1 hr.B&W-Color-music 87
"Traction Action" Features trackside action of over 30 U.S. trolley lines, 1930 to1950. 1 hr Color-B&W-Music 47

VINTAGE TRACKSIDE ACTION

"P.R.R. Power" 2
"P.R.R. Power Volume 2" 34
"P.R.R. Power Volume 3" 64
"P.R.R.Power Volume 4" 90
"P.R.R.GG-1 Volume 2" 26
"A Look Back in Time" P.R.R., Reading & P.R.S.L. 29
"The End of an Era" Vintage Erie, LV, CNJ, Reading, Lackawanna, D&H, & Rahway Valley operating in northern N.J. in the 1940s & 1950s. 1 hr. B&W-Sound 1
"Memories of th Baltimore & Ohio" 42

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The Broadway Limited 1941 B&W-Sound-70 Min. 56
Paradise Express 1936 B&W-Sound-54 Min. 57
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Westbound Limited 1937 B&W-Sound-67 Min. 71
The Silver Streak 1934 B&W-Sound 73 Min. 78
Night Freight 1954 B&W-Sound 80 Min. 79
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Lost Express 1926 B&W-Silent -50 Min. 84

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Volume 8 - Conrail freights and Amtrak Passenger trains in the Syracuse, NY area. 308
Volume 9 - Conrail freights and Amtrak (inc. Turbo-Train) in New York's Mohawk Valley area. 309
Volume 10 - Santa Fe freights and Amtrak passenger trains at many scenic locations in Arizona. 310
Volume 11 - Santa Fe, Union Pacific and Amtrak trains at many scenic locations in California's Mojave Desert area. 311
Volume 12 - Long Island Railroad diesel and electric commuter trains at many locations on Long Island, NY. 312
Volume 13 - CSX freights and Amtrak passenger trains at many locations from Virginia to Florida. 313
Volume 14 - CSX action at Cumberland, MD and Glencoe, PA. 314
Volume 15 - BN, Soo Line, CNW, NS, Amtrak & ICG in Illinois and Wisconsin. 315

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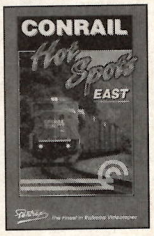
between Omaha and St. Louis for the Omaha Camerail Club and a 1994 Denver to Pueblo fantrip over the Joint Line (the tape reports that this was the first UP passenger train over this trackage since a 1949 detour during a blizzard). The show opens with a black-and-white television commercial from the "nifty '50s" for UP streamlined passenger service, followed by a pair of similar era run-bys on Sherman Hill with vintage E9s and passenger trains. The 1994 fantrip footage includes shots from a variety of lineside angles interspersed with on-train views. The video quality is professional, the editing is well-paced and the narration is intelligent and complete (by UP steam team engineer Bob Krieger). The tape runs 30 minutes (VHS only) and sells for $20.00 plus $3.95 shipping from UP Steam, 201 East 17th Street, Cheyenne, WY 82001 (VISA or MasterCard accepted).

The UP steam program has a free four-page catalogue showing a variety of gifts from the fantrips, including two other videos. Titled **"UP 3985"** and **"UP 844,"** they are exclusive productions that present the title locomotives from restoration to operation. Both are of very good quality, and they run 30 minutes and sell for $20.00 each, plus shipping. The catalog also contains T-shirts and hats and coffee mugs and lapel pins — most with designs not available elsewhere — at reasonable prices. The catalog is available for an SSAE.

Feature Reviews



"Conrail Hot Spots East," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333 or 818/793-3400, VHS only, VISA, MasterCard, Discover or American Express accepted, 120 minutes, $39.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

"Conrail Hot Spots East" is a comfortably paced video program which illustrates 16 locations on the eastern portion of Conrail. The locations were selected on the basis of being easy to find with nearby public property to shoot from, and by having a concentrated number of trains guaranteed to roll by in a short period. The two hour tape features stereo sound, and all trains are identified by their symbols. Keep in mind, though, that since many of the hot spots are junctions, the track speeds are often slow. A note to those who will believe they caught the narrator errantly referring to TV symbols as SV's; during the period this video was shot Big Blue had re-designated their trailer trains to the old New York Central symbol prefix SV for Super Van. Those symbols are currently back to TV for trailer vans.

This program will likely have a very strong appeal to young railfans, and especially young Easterners looking to expand their horizons to new locations. Additionally, I believe many veteran Conrail-fans may find this tape to be most enjoyable. I'm not one of Conrail's biggest fans, but, in my opinion, Conrail never looked as good as it does on this tape. Many times the Pentrex video crews caught clean-unit consists and trains passing in opposite directions as if on cue. Most importantly (some videographers may disagree), much of the tape is shot in sunshine under bright blue skies. A notable exception is the visit to Binghamton, N.Y., referred to locally as "The Land of Liquid Sunshine," where the usual presence of hazy clouds is considered a good weather day. The overall tape is so snazzy that Conrail itself could pass it off as a promotional tape.

Good coverage of motive power is the rule. Many trains are powered by the new EMD WhisperCab SD60s, and the recent offerings from GE including the class LMS-lettered Dash-8 No.700. The original Conrail paint scheme as well as the "Quality" livery are often present, with several run-through units seen on occasion, including those of Union Pacific and Norfolk Southern, with a surprise CN-led train at Selkirk. This tape really gives you a feel as to what the railroad does overall. Many of the same trains on different days are seen at multiple locations in their normal journeys across the system.

The specific "Hot Spots" locations include the Horseshoe Curve near Altoona, Pa.; Bear Mountain along the Hudson River; State Line Tunnel on the Boston Line in Massachusetts, and the railfan hangouts at CP Five in New Jersey and CP Burn in Allentown, Pa., plus eleven other hot spots.

The main emphasis of this tape is to point out these "Hot Spots" to the viewer, and each location is highlighted on a rather simple map that appears before each segment. Also, the informative narration includes a reference to a highway or geographical landmark that will make it easy to find the place.

Pentrex contacted local fans at each location, and with these fans acting as a personal tour guide, general highlights and train frequencies and tendencies are discussed. Often at many of the locations, the local railfan accumulations are shown. This format works nicely, as it never drags on with too similar shots. In fact, at Belt Line Junction (Reading, Pa.) the video crew has to leave after multiple movements to head to other hot spots with more trains yet to run. This program is intended to feature the locations and railfans, and it really does this well. The narration provides timely information without going overboard on detail. A nice touch is thanking the tour guides on the video for sharing their knowledge. A few guides make cameo appearances during the show.

This show contains Pentrex usual competent and professional style of videography. The images are sharp, the sound is excellent, and the subjects are enjoyable for railfans of all ages. Conrail really looks like a prosperous railroad in this program, and even the most critical (I put myself in this lot) fans will come away with an appreciation for the employees and the railfans of Conrail — FRANK ETZEL.

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Camera Bag

BY JIM BOYD

Organizing Your Photography

GUEST COLUMNIST: ERNEST H. ROBL

The shoe boxes are bulging, and there's no more space under the bed. No, they're not filled with shoes, but with the fruits of your photographic labors — your visits to Donner, Tehachapi, Sand Patch and other rail Meccas.

The problem is that it's hard to remember which box contains the prints of Marias Pass and which one the negatives from your last trip behind 611, or you can't recall what you were thinking when you wrote those cryptic notes on the yellow slide boxes inside the bigger shoe boxes, inside the even bigger closet. Soon comes that vague feeling that these items being stored isn't doing much to preserve your memories.

As someone who's spent two decades dealing with issues related to organizing information — and, that's what photographs basically are — I won't pretend that there aren't complex issues to be considered. I found enough to say on the subject to do an introductory book on picture librarianship (*Organizing Your Photographs*, Amphoto, 1986 — now out of print, but available from many larger libraries). I could just as easily have filled several volumes.

But, as with many complex issues, picture librarianship has at its core a few fundamental principles that anyone can understand. This is a quick look at the eight most important basic ideas in the hope that they will help you deal with your own collection.

So, what are some of these truths that I've discovered along the way? Here are ten key points to build on:

(1) While the best possible storage for images can be quite expensive — I've seen the custom-built cold-storage vault of the *Time-Life* picture collection — reasonably good storage (several orders of magnitude better than shoe boxes) isn't all that costly. And, there are lots of options, some of which I'll get to in a moment.

(2) Another one of the things I've learned from visiting several picture collections is that there is no one perfect way of organizing photographic materials. Not only is there no one perfect method of storage, but there isn't even one perfect way of arranging material within that storage method.

(3) Regardless of what others may have told you, you don't have to have a computer to organize your photo collection. In some situations, particularly if you are operating a business, a computer is very helpful. Beware, however, of overly complex systems which require massive efforts at data entry — and of systems which are too limited to provide adequate access to a large collection. (Your collection will continue to grow; what will you do when the starter software you bought runs out of capacity? In some cases, the initial package may store its data in a format not readily convertible to the needs of a future more sophisticated package — at least not without re-keying.)

Remember, though, that a clever person can do more with a simple computer and a simple program than a dumb person with the fastest computer in the world.

(4) There's one concept so fundamental in all of this, and if you can grasp it, you will then understand most of the other aspects of picture librarianship. That concept is that every original image, or item, has to have both a "home location" and a method of getting it back to that home location. (By "original image" I mean negatives and transparencies; prints made from either are second generation items. Preserving first generation material should be first priority.)

(5) To be able to get back to that home location, the immediate container of the original needs to have that home location on it. (For slides, the "immediate container" is

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the slide mount; for negatives, this is the envelope, sleeve or storage page.)

What am I talking about when I say "home location?" With slides this can be a number — like 91-0001 — stamped or written on the mount; for negatives, this should be a film number on the appropriate sleeve or page. In the latter case, the film number, together with the frame number imprinted on the film, gives you a unique identification for every frame.

You need a unique identification for your filing system to work. (For instance, if you write the film and frame number on the backs of prints — something like 95-0001/21 — then there can be no question on where to find the negative.

(6) The simplest filing arrangement is chronological. Subject arrangements are, at best, complex, and more often a nightmare. (Do you file photos of BN pushers at Essex, Mont., under Burlington Northern, Essex or Marias Pass?" Remember, an original image can be filed in only one location. There are rules and standards in the library field for dealing with these situations, but, again, this can get very complicated.)

On the other hand, you can almost always remember, at least approximately, when a particular image was made. If, over time, keeping track of dates gets to be difficult, either a written or computerized diary can aid in recalling dates. A simple log giving an overview of what's on each film, or within each group of slides, will help greatly and reduce the number images you actually have to look at to find the one you want.

(7) The more "organizing" you do immediately after a photograph is made, the easier your work will be — and the less time it will take later. (Remember, the logbook I mentioned earlier?)

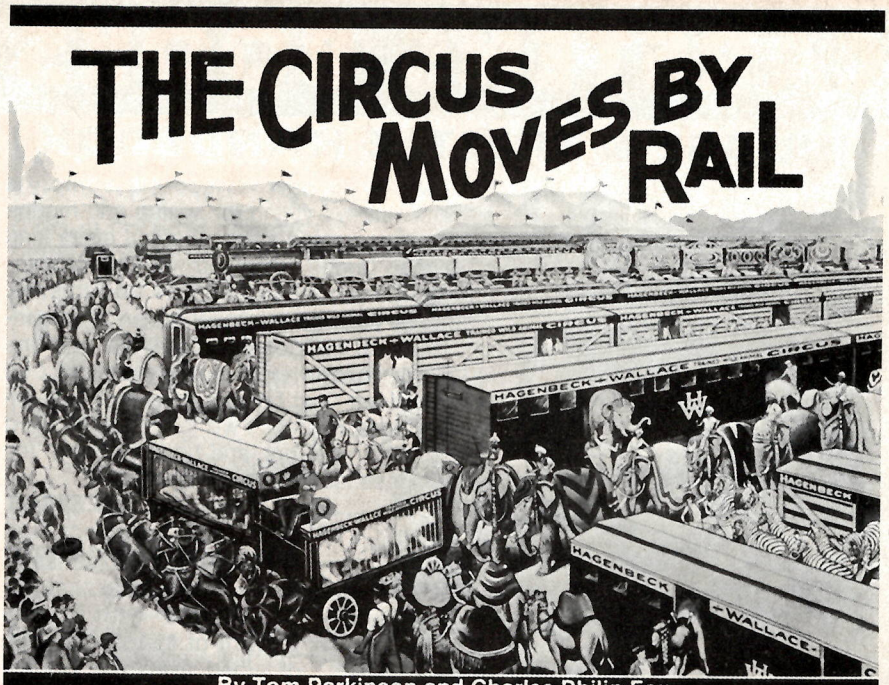
Sleeve your negatives as soon as you process them or get them back from the processor. Number your slides as soon as you get them back. (You may want to wait, to receive all of the photos from a trip or shoot, so that you can edit the items into a logical sequence before numbering them.)

Why do this so quickly? That's when all the other relevant information is still easily available or fresh in your mind. It's also when you are still most enthusiastic about working with these particular images.

(8) For the above reason, when you finally make the decision to plunge into an organizing project, work from the present forward first before going back to earlier material. Take care of your newest material as it's produced; then gradually get to the old stuff. A by product of that approach will be that you'll see results of your organizing efforts much quicker.

(9) So, if someone asks me for a recommendation for a simple storage approach, what do I suggest? For slides, I suggest group filing in drawers specifically designed for this purpose. These groups are easy to move to a stack loading viewer or adapter on a projector for quick review. Be sure to include guidecards which identify the beginning of a particular group of slides.

For negatives, the most versatile solution consists of transparent pages in a ring binder (or adapted with hanger bars in a suspension type file). Why pages rather than individual sleeves? First, you can review a larger number of images at a time (a page will hold a full 35mm or 120 format roll of film), and you can mix formats in the



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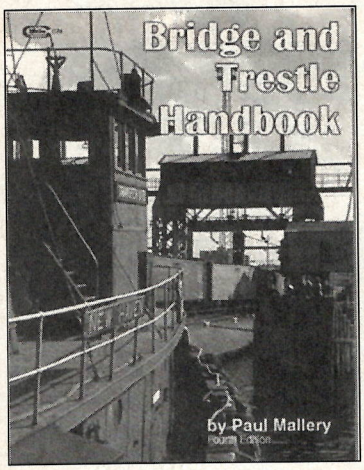

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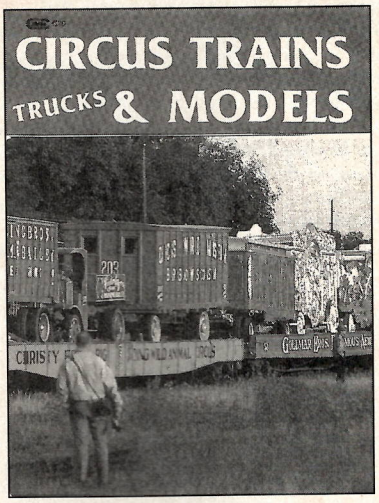

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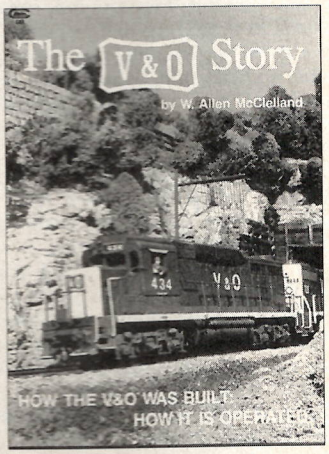

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same filing system. Pages for 35mm negatives will fit in the same ring binder — or file drawer — with pages for the various 120 formats and even ones for 4×5 and 8×10 negatives or transparencies. (Even if you shoot only one format now, you never know what format you my try later, or what format negatives you may acquire from someone else. And, you don't want to have to start a new filing system for those.)

Be sure you use only pages that don't contain dangerous chemicals, such as polyvinyl chlorides (PVCs) which can attack your film over time. Since you can't do your own testing, you have to trust a reputable dealer (or manufacturer) and purchase materials they designate as archival. Rule of thumb: If the pages don't say archival on the package somewhere, they probably aren't.

Take the time to jot down at least minimal information for each group of images. The six key elements taught in every introductory journalism class are: who, what, where, when, why and how. The who, what, where and when are probably the most important for images.

If it hasn't already happened to you, take my word for it, it will: At some point in the future, you will look at one of your photos and wonder, when was this made? And who's that person second from the left?

What's the most important benefit from organizing your collection — other than being able to find specific images?

(10) Organizing your photographs forces you to tackle some specific questions about your photography. In trying to determine how to store and access your images, you also need to consider why you made those photos in the first place and how they will be used, whether they are for publication or simply to preserve family memories.

A little organization can give you not just boxes of pictures, but a collection you can be proud of.

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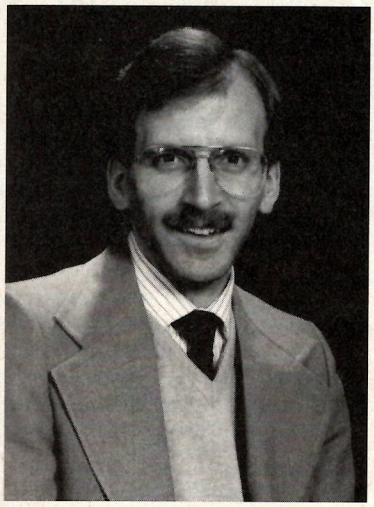
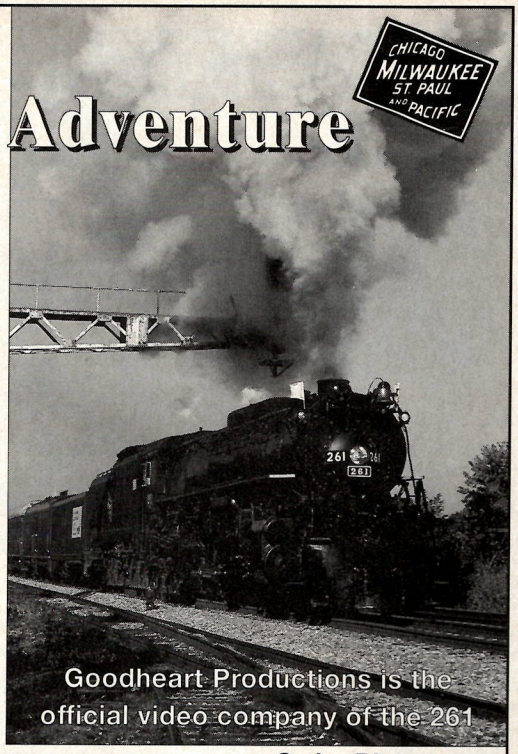


Steve Jessup

The author who summarized the main line freight and passenger operations in Oregon in this issue tells his own story quite well:

"I grew up in the central coast region of California (Atascadero), and, although I

No. 261 New River Adventure



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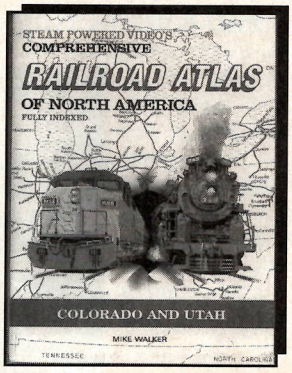

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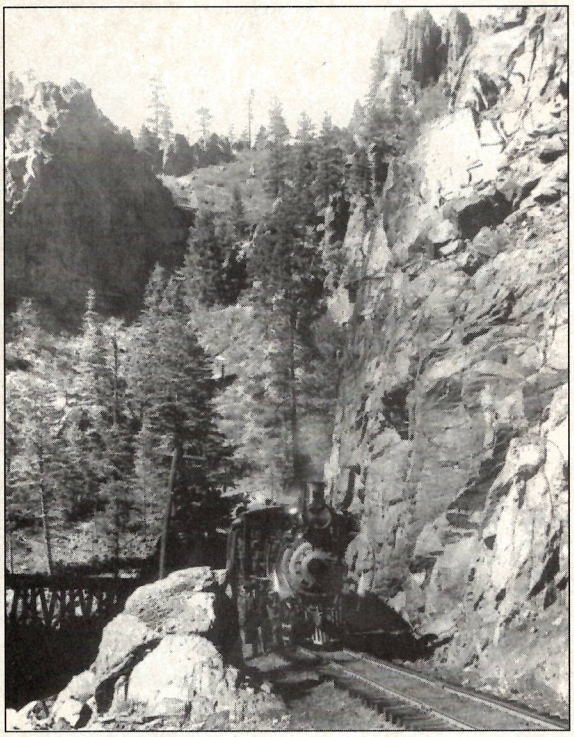

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never really exposed to train operations, I remember a many things that sparked my interest in railroading. I definitely recall playing with a Marx O-scale train set that my brother and I received one Christmas. It had a Union Pacific steam locomotive, and I know I had more fun with it than anyone else in the family. Between 1965 and 1970 we lived in a house about three blocks from Southern Pacific's Coast Line. There wasn't much traffic on the line, but I remember playing in the yard and occasionally looking down the street when I heard a train. Then, when I was in junior high school, a friend invited me over to his house to see his HO scale layout. I didn't spend much time there, and I never went back to his place, but I know I went home with a greater interest in model railroading. Later, I had my eye on an HO train set with Amtrak equipment that I eventually purchased with some birthday money. I enjoyed it for a while, and then my interest faded when our family moved to San Jose in 1975.

"That's where I started getting into airline jets. We lived 10 miles from the airport, but the jets flew right over our house making it very convenient for me to 'plane watch' and log all the arrivals.

"My enthusiasm for airplanes lasted three years. and it fizzled when our family moved again — this time to Tulare in the central valley of California. Two hundred to 300 yards behind our back fence was Santa Fe's Fresno-to-Corcoran branch line. A short local freight ran on the line about three times a week, and that rekindled my interest in railroading. I remember that I was not a happy camper when our view was blocked by a development of new houses that were built behind us.

"During that time (1978 to 1982), I attended college in southern California where I met the father and son team of John and James Doughty who wrote R&R features on BN's Trincera Pass (October 1993) and SP's Tucson Division feature (August 1994), respectively. We had an occasion to talk about railroading one evening, and by the end of the night, I found out that they *really were* 'thoroughly stricken train nuts' (as father John wrote in this section of the October 1993 issue). We must have gone through hundreds of pictures and copies of magazines.

"In the spring of 1981, John took me to see the famed Cajon Pass which would be my first railfan trip. It was quite an experience for me, and, as the old saying goes, the rest is history!

"There are a number of places that I really enjoy: Cajon, Tehachapi, Columbia River gorge, the Blue Mountains, Arizona, Willamette Pass, Stevens Pass, Fraser and Thompson River Canyons and the Canadian Rockies. I hope to spend the time to explore many other locations.

"On the subject of photography, I shoot with a Canon AE-1 Program using a 50mm lens. Occasionally I'll use a 75-200 zoom or 28mm wide angle lens. Kodachrome 64 is in my camera most of the time, and Plus-X (ASA 125) works well for my black and white photography. Since 1982 I've contributed numerous features and photos to a couple of magazines and have had picture credits in two motive power annuals.

"Concerning rail travel, my first train ride was on the SP *Shasta Daylight* from Klamath Falls to Oakland back in the mid-

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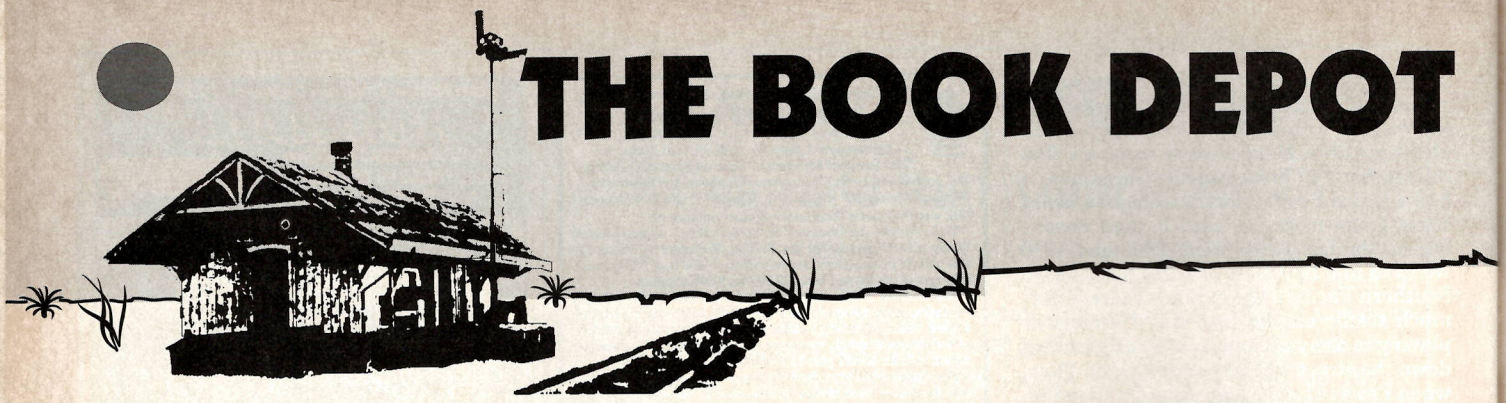

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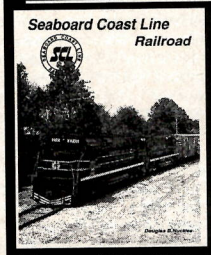

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1960s. I don't remember much about that ride. In the last four years, I've traveled approximately 35,000 miles on several Amtrak trains. Perhaps, one day, I'll write a book on my experiences when I reach the 100,000-mile mark.

"I currently reside in Everett, Washington, some five miles away from the BN main line. For more than eight years I worked as a newspaper sports editor, and since 1989 I've been on staff with Pro Athletes Outreach which is a leadership training ministry for athletes and their families."

This is Steve's first byline in R&R.

On the Menu

BY JAMES D. PORTERFIELD

Trackside Eateries

One of the ongoing goals of this column is to present places where the railfan can simultaneously satisfy two basic needs: eating and train watching. Several readers have recently written to describe such places, and they're included here:

James Bridge of California wrote about the Santa Fe Express Cafe (136 E. Santa Fe Avenue, Fullerton, Calif.; open 6:00 a.m. to 10:00 p.m., seven days per week; 714/526-1725) in the Fullerton Amtrak station. "With nine Amtrak *San Diegans*, the *Southwest Chief*, *Desert Wind*, Metrolink commuter trains and lots of AT&SF freight action," Mr. Bridge notes, adding that "this quaint little eatery is rapidly becoming the relaxation spot for railfans..." The menu offers light fare ranging from breakfast burritos to peanut butter and jelly sandwiches.

John D. Denny, Jr., from southeast Pennsylvania, describes a fine time he had at the Central Bar & Grill (34 Morris Avenue, Bryn Mawr, Pa.; open 11:30 a.m. to 2:00 a.m., seven days; 610/527-1400). "The restaurant is housed in the former PRR freight station," he notes. "The row of tables at the windows are so close to trackside, the rails seem little more than an arm's reach away. We were right up on SEPTA's passing Paoli locals, plus a few Amtrak trains for good measure." the Central's manager adds that an occasional string of private cars whiz by as well. Inside, the granite walls of the 100-year-old restored structure are exposed, as are the high ceilings and original truss work. "It's a great place for the railfan who likes for top shelf bar brands and main line upscale dining," Mr. Denny adds, "That chocolate bread pudding with bourbon pecan caramel sauce plays havoc with anyone's diet, but shouldn't be missed."

When in the San Francisco area, my longtime friend Art Winschel seeks out the Depot Cafe (599 El Camino Real, San Carlos, Calif., open Monday through Sunday, 6:00 a.m. to 3:00 p.m., plus Thursday through Sunday from 5:00 p.m. to 10:00 p.m.; 415/595-0555). One of the oldest buildings in San Carlos, the beautifully-scaled depot housing the Cafe was built in 1888 for the Southern Pacific Company using the same sandstone and stone masons as the original buildings at Stanford University. The highlight of the broad menu is the astonishing 41 omelets for breakfast or lunch. Plenty of *CalTrain* action here, as well as passing Espee freights. It's also possible to get an occasional glimpse of the restored Southern Pacific 4-6-2 2472 on one of the Golden Gate Historical Society peninsula runs, when SP let's it loose.

Bob Ginter, a central Pennsylvanian who roams extensively to enjoy his railfanning, praises the Mountain Crossing Restaurant, part of the Best Western Mountain Inn (416 West Tehachapi Blvd., Tehachapi, Calif., open 5:30 a.m. to midnight seven days per week; 805/822-5591). Located on the

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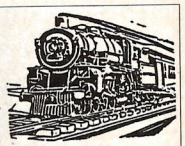

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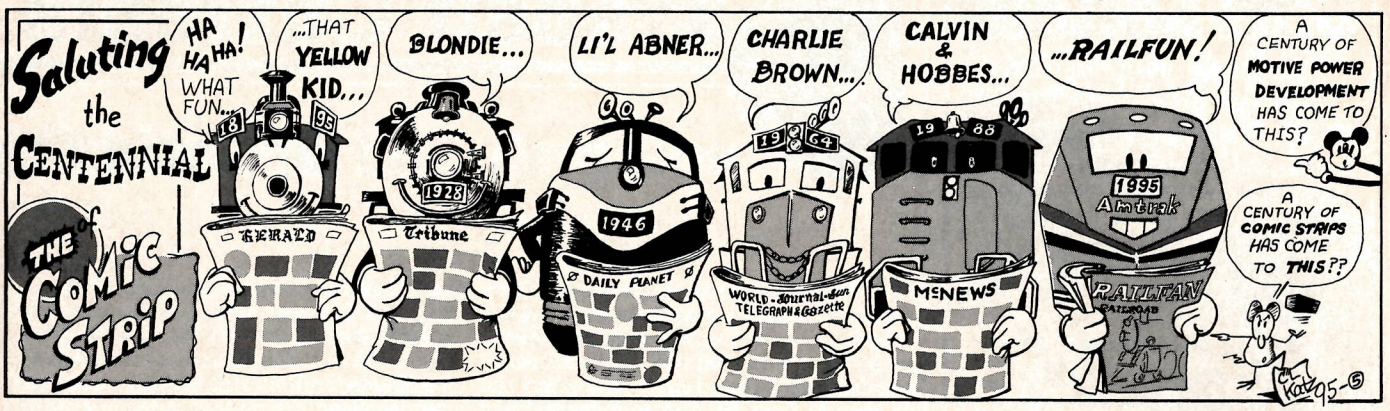
RAILFUN

by CURT KATZ



Mojave-Bakersfield line just seven miles from the Tehachapi Loop, the Mountain Crossing Inn's menu features hot Mexican cuisine. Bob points out that "You sit in picture windows along California Route 58, maybe 20 to 30 yards beyond the highway are a two-track main line and a small yard. There's a lot of Santa Fe and Southern Pacific freights drifting by to enjoy." (NOTE: a call to this property revealed that it is changing hands in mid-May, so check with them before heading there.)

Speaking of trackside eateries, you might want to swing by Hugo, Oklahoma, sometime to take in one of the originals of this genre: a restored Harvey House within Hugo's Frisco Depot Museum. Located just south of the passenger waiting area, the diner seats thirty-three in authentic Fred Harvey fashion: on bar stools at a horseshoe-shaped lunch counter (The Hugo Heritage Railroad, in the 300 block of West Jackson, runs out of this depot when the working short line Kiamichi Railroad is idle. The Harvey House Restaurant is open Saturdays from 10:00 a.m. to 3:00 p.m., 405/326-6630). Every effort has been made to insure an authentic restoration. A six-foot portion of the original counter was used to guide the reconstruction of the entire horseshoe. A marble counter-top simulates the no-longer-available slate of the original. Duckboards, once common in dining cars as well, line the floor behind the counter (these were deemed more comfortable than concrete on the feet of those standing for long periods, enabled dangerously slippery spillage to drop out of the way, and, by merely raising them at the end of a shift, made clean-up easier). And, the menu now includes "Fred Harvey's Famous Cole Slaw."

If you know of a great place to eat while you watch trains, share it with us.

The Minnesota Zephyr

Now here's something new in dinner trains. The *Minnesota Zephyr*, out of Stillwater, announces the first (to my knowledge) dinner train for children, the "Family Fun Run." For just $10.00 per person, child or adult, you and your family receive tours of both the Stillwater Depot Logging & Railroad Museum and the *Zephyr* trainset (including the locomotive cab), as well as a one hour train ride featuring a box lunch. Inside the box, a turkey sandwich, fruit roll-up, a packet of Oreo cookies, cole slaw (for the adults) and a beverage. The fun begins at noon Saturdays by reservation only.

The *Minnesota Zephyr* has also joined the growing number of dinner trains that offer live entertainment. The *Zephyr Cabaret*, in which a professional troupe moves throughout to perform songs of the 1940s and 50s, is found on every evening run. For more information or to reserve your spot in the Family Fun Run or Cabaret, call 1-800/922-6100 (in Minnesota: 612/430-3000).

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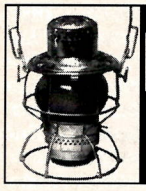
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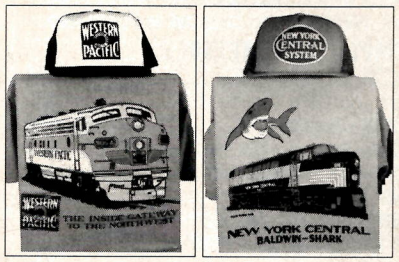

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BURLINGTON NORTHERN GP50 TIGER STRIPEø	407
BN '91 FREEDOM LOCOø	507
BN SD60 PALE FACEø+	587
BN #9500 GP60MACø+	597
BN #9401 GP70MACø+	497
CANADIAN NAT.GP40-2W'sø+	410
CANADIAN NATIONAL NO. AMER. ENGINEø	510
CB&Q STEAM #4963ø+	305
C&O SLEEP LIKE KITTEN¤	209
C&O PEKE & FAMILYø+	310
C&O KITTEN ALWAYS ALERT¤+	286
C&O STARLIGHT KITTEN	409
C&O KITTEN VALENTINEø¤+	314
C&O CHESSIE KTN & BABYø+	316
C&O PEKE & UNIFORM¤+	301
CHESSIE PURPLE SAFETY CABOOSEø+	513
CHESSIE SYSTEM¤	213
CHESSIE SYS GP40-2¤+ø	478
CNW 8-40-C¤+	415
CONRAIL C40CW¤ø	417
CP RAIL DOUBLE SD40-2's	411
CSX 8-40CWø	572
DEL. & HUDSON RS-36	420
EMD SD60ø	280
EMD SD-70 DEMO+ø	480
GRAND TRUNK GP38¤	428
GRT NORTHERN (ROCKY)¤	229
GRT NORTHERN SD-45ø+	429
ILLINOIS CENTRAL SD20	431
LOUISVILLE & NASHVILLE	236
L&N F UNIT+ø	436
L&N M-1 BIG EMMAø	536
LEHIGH VALLEY ALCO	433
MILW RD (HIAWATHA Logo)	237
MILW. RD. 3 ENGINES+ø	437
MO. PACIFIC CO. EAGLE E8+ø	440
MOPAC¤	240
MO. PAC. TX. EAGLE E8+ø	540
MO., KANSAS, TEXAS¤	239
MKT DOUBLE GPsø+	439
MONON ROUTE	241
N&W 611 J-CLASS 4-8-4¤	242
N&W CLASS A 1218	281
NYC BALDWIN SHARKø	444
NYC HUDSON	311
NKP STEAM (BERK 765)¤	245
NOR. & SOUTHRN C39-8¤	448
NS OPER LIFESAVER GP60M+ø	548
NORTHERN PACIFIC¤	249
NORT PAC STM & F-UNIT+ø	249
PRR K-4+	309
PENNSYLVANIA RR¤	251
RIO-SP ACTION MERGER 2-SD40T-2's+ø	306
RIO GRANDE(MAINLINE LOGO)¤	255
ROCK ISLAND F7A +ø	456
ROCK ISLAND STEAMø+	556
SANTA FE (CHIEF)¤	257
SANTA FE 8-40CW+ø	408
SANTA FE PA-1¤	283
SF SPR FLT GP60Mø¤+	308
SF SUPER FLT C40BW+ø	508
SEABOARD AIRLINE E7	474
SOO LINE DOUBLE LOCOS	460
STHRN STEAM #4501¤ø	263
SOUTHERN RY SYSTEM¤	261
SOUTHERN GP30 & F7Aø+	461
SP DAYLIGHT 4449¤	273
SP BLACK WIDOW F7¤	426
SP CAB FORWARD+	562
UNION PACIFIC¤	267
3985 UP CHALLENGER¤	285
8444 UP OVERLAND STM¤	284
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Transit Currents

Drastic Rail Cut

In the last five years, much optimism prevailed among the transit fraternity that Los Angeles was going to take major and heroic steps in constructing new rail transportation services to help relieve congestion and to provide focus for a more organized and orderly future for the Los Angeles area. The 30-year, $183-billion transit plan was based on a rail system of 296 miles. The rail services were to be a combination of commuter rail, heavy rapid transit and light rapid transit. Another part of the plan was an extensive trolleybus system to replace diesel buses on all the major bus lines in order to help reduce air pollution.

Much of that is now junked. Although the trolleybus idea was turned down in the past, public pronouncements indicated the project was to be put on hold for a while. However, the trolleybus service is to be eliminated. The proposed rail system will shrink from 296 miles to 95 miles.

Fingerpointing is now going on about who was to blame for the big rail and trolleybus plans. Some say the planners bear the blame because their ideas were overly ambitious. Others point to the recession that hit California so hard and is responsible for a much lessened take from taxes that support transit. The new plan is still a $65-billion package, if that can stay together unscathed while politicians and others heap blame on one another.

As the dust settled, the rail projects that appear to be still in the works include the one from downtown Los Angeles to Pasadena. Another survivor is the extension of the Red Line subway to the east and west sides and a line reaching as far as the San Diego Freeway in the San Fernando Valley. The rail corridors that have been dropped from the plans are the line along the Pomona Freeway, the Crenshaw district line, the line from Glendale and Burbank to downtown Los Angeles, the Exposition Boulevard corridor linking the University of Southern California with Santa Monica, the corridor from Pasadena to Irwindale or Azusa, the line from Los Angeles International Airport to Palmdale and extensions of the soon-to-open Green Line light rapid transit service to Torrance and Downey. Local politicians are scrambling to save their projects, but the going looks pretty tough. Martin Gombert, Ed Von Nordrak and John A. Lee supplied the information.

The Coaster Commences

With Jim Mills there to welcome it, the new commuter train serving San Diego, called the *Coaster*, began service on Friday, February 24, 1995. Up to that time, the city of San Diego had the dubious distinction of being the largest urban place in the United States that did not enjoy true commuter rail service. (Amtrak's *San Diegans* are considered inter-city trains.) The *Coaster* uses a rail line that was opened back in 1881 as the California Southern Railroad. In 1906, the California Southern was purchased by the Santa Fe Railroad; in 1971 passenger service along the route was taken over by Amtrak.

The *Coaster* operates between Oceanside on the north and San Diego. At the present time, *Coaster* trains operate only during the rush hours, with five inbound trains each weekday morning, returning in the afternoon. There is one train each way in the opposite direction in the morning and afternoon hours. The commuter rail service is owned by the Metropolitan Transit Development Board, which is responsible for the portion of the line in the city of San Diego; and the North County Transit District, which is responsible for the remainder. NCTD runs the trains with Amtrak under contract to do the actual operations. In addition to terminal stations at Oceanside and San Diego, other stations are at Carlsbad Village, Carlsbad/Poinsettia, Encinitas, Solona Beach, Sorrento Valley and Old Town.

The reason Jim Mills was among those greeting the train is that Jim, former state senator, is the father of the reincarnation of rail transit in San Diego, as well as the leading force behind the progressive transit legislation on California's state books. Oh, yes: he rode his bike to the Sorrento Valley station for the inaugural run.

The *Coaster* is operated using GO Transit-type bi-level cars built by Bombardier. The cars have a seating capacity of 136, each is ADA accessible and equipped with bike racks and rest rooms. The trains operate in push-pull mode with F40PHM-2C 3000-h.p. locomotives manufactured by Morrison Knudsen. The service started off with some problems. February 27th was the first day of operation, and a number of commuters were delayed for about an hour when a locomotive on one train suffered an electrical malfunction at Carlsbad Village station. There were also problems with flooding because of the heavy rains suffered in California in early March. Passengers had to be transferred from the train to buses to get around the flooded areas.

There is also unhappiness in the area because the bus service that previously linked Oceanside with San Diego has now been canceled. Other troubles stem from the crackdown on intruders on the rail line. The reason for the protest is that the North County Transit District intends to enforce a 100-year-old state law that prohibits people from trespassing on railroad tracks. The law had not been enforced until the *Coasters* started to run. One reason for the enforcement is that eight people were killed by trains on the route between Oceanside and San Diego in 1994. Because the *Coaster*

BY GEORGE M. SMERK

il Cutback in Los Angeles

adds ten more trains to the tracks already busy with Amtrak trains and Santa Fe freight service, it was deemed wise to enforce the trespassing law.

It is expected that at the beginning of *Coaster* service, about 2000 persons a day will use the trains. Ridership is expected to grow slowly. Many thanks to Douglas I. Duncan for the information.

Rail Transit Northwest

In Portland, Oregon, voters have approved a $475-million bond measure by a two-thirds to one-third vote. The money is to go toward construction of the South/North light rail line, which has a total cost of $2.8 billion. With the Republican takeover in both the Oregon state legislature and the federal congress, getting the federal share of the money may be much more difficult than was imagined at the time of the referendum. If Senator Mark Hatfield retains his chairmanship of the Senate Appropriations Committee, the likelihood is much greater.

Meanwhile, in the Puget Sound area, the majority of the voters appear to be supporting the plan for a major regional expansion of transit, including commuter rail and light rail service. Opponents of the project are attempting to sway suburbanites in the Seattle/Tacoma/Everett area with the idea that, despite all the proposed rail and bus improvements, the big project will merely provide an alternative and will not completely solve the traffic problem.

Meanwhile, up in Vancouver, British Columbia, it appears that it is highly probable that a $1-billion light rail transit line will be constructed along the Broadway-Lougheed Corridor to link Vancouver with Coquitlam. The reason for choosing this corridor is that the motorbus and trolleybus lines that now provide service along the Broadway-Lougheed corridor are as high in patronage as the predicted best-case ridership level on a proposed light rapid transit line between downtown Vancouver and Richmond to the south. High rail ridership is pretty much guaranteed in the Broadway/Lougheed Corridor and it is expected that opening of a new rail line would draw additional riders.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 8th Street, Bloomington, IN 47408-3805

Politics are part of the reason that light rail is proposed between Vancouver and Coquitlam rather than between Vancouver and Richmond. The New Democratic Party is being tossed out by voters in Richmond and the in-power NDPs will provide the light rail service to places in which their members have been elected, such as Coquitlam. Thanks very much to Leroy Demery, Jr. for the information.

Flashes

Mark A. Schwinn sent information about the new personal rapid transit system — sometimes called a **PEOPLEMOVER** — proposed for Rosemont in the Chicago area. The Village of Rosemont is close by O'Hare Airport, and village officials felt that the PRT would help Rosemont's convention and tourism business. Raytheon Company began work on a test version of the peoplemover in January of 1995 and is expected to follow up in construction of a regular revenue service line within two years if the money can be found. The Regional Transportation Authority put up $18 million for the test development. Raytheon kicked in an additional $20 million.

The new SEPTA **MARKET-FRANKFORD CARS** will have traction motors supplied by the Everson Electric Company of Bethlehem, Pennsylvania. ABB Traction has the contract to design and build the 222 heavy rapid transit vehicles. The first two cars are expected to be delivered during December 1995. The rest of the order will be finished by some time in 1997.

Out in Denver, the **PLATTE VALLEY TROLLEY** is seeking volunteers to help operate the trolley or work in the offices. Regular daily service began April 1, 1995. Interested parties should contact operations manager Mike Heirty at 303/458-6255.

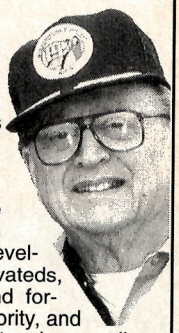
The news from Harvey Hylton is that **CLARENCE GIULIANI** is returning to the Miami Valley Regional Transit Authority as project director for the modernization of the trolleybus system. Mr. Giuliani will work with my long-time friend John Pappas, who took over as director of operations at Miami Valley on December 1, 1994.

The recent earthquake in **KOBE, JAPAN,** had a terrible impact on the Hanshin Electric Railway Company. Of the 314 cars Hanshin Electric owns, 144 were damaged or destroyed. The disaster caused 129 limited expresses, or 23% of the total service, to be suspended. Thanks to Charles Bogart for the news.

How many Birney cars still exist? The Oregon Electric Historical Society newsletter *The Transfer* (c/o Mark Kavanagh, 865 D Street NE, Salem, OR 97301) says that the OERH owns **FRESNO TRACTION** car No.74. Rick Mendenhall is working on restoring it in Everett, Washington.

TRANSIT GLORIA MUNDI

ONE MAN'S TROLLEYS



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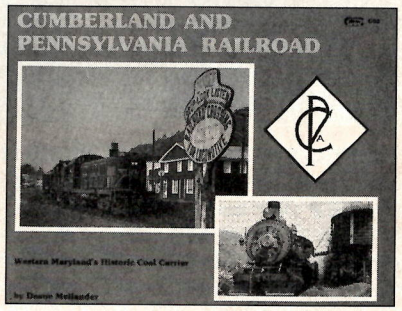

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Railnews

MAIN LINE STEAM TO SCRANTON When was the last time you were able to take a two-day main line trip behind steam for 33-cents-a-mile? R&R and *Railpace* Newsmagazine are co-sponsoring an inbound excursion to the Steamtown Grand Opening with Susquehanna 2-8-2 142. The train is to leave Syracuse at 9:30 a.m. on Friday, June 30, 1995, make station stops at Cortland and Binghamton and then run to Scranton that afternoon, arriving at 5:00 p.m. On Grand Opening day, July 1st, the 142 will be used on the 13-mile round trips to Moscow, and will be in Scranton for the 2:00 p.m. ribbon cutting. After a ceremonial spin on Steamtown's turntable, the 142 will take the excursion back to Binghamton and Syracuse, departing Scranton around 5:30 p.m on Saturday.

Best of all, a coach seat from Syracuse or Cortland is $99.95, including double occupancy lodging at the University of Scranton and light meals on board the train. A coach seat from Binghamton is $79.95. To get on this trip, call the Susquehanna directly at 800/366-6979, extension 142. Syracuse is an Amtrak station stop, and the itinerary of this trip was designed to allows riders to fully participate in Grand Opening day. See you there!

STEAMTOWN GRAND OPENING PHONE NUMBERS The Steamtown Volunteer Association will taking the phone orders for tickets for excursions related to the Steamtown Grand Opening celebration on July 1st, and they've set up a dedicated phone line: 717/346-7275. The SVA address is Grand Opening Excursions, P.O. Box 448, Chinchilla, PA 18410-0448.

The current fantrip schedule related to the Grand Opening is in TIMETABLE, the only cancellations so far being the 261 trips to Corning and Lackawaxen. A new addition to the Grand Opening line up is Blue Mountain & Reading 4-6-2 425, which was arranging for its ferry move at press time.

EMD LEASING The last seven lease fleet SD70Ms, of a total of 25 (7000-7025), left the London, Ontario, factory in a wine red-only livery with white lettering and black trucks. This spartan livery (**page 4**) was not part of any plan but the result of an instantaneous decision between a paint shop employee and an upper manager in an effort to reduce the time it takes to paint a unit. The wine, gray and silver EMD lease fleet livery is a very classy and tasteful one, and future lease fleet and prototype units will still be painted this way. The paint shop at London hasn't been keeping up with production, and EMD has been shipping units to contract shops to maintain production schedules. Those shops are Peaker Services in Michigan; VMV in Paducah, Ky., and Livingston Rebuild Center in Montana. The 25 lease fleet SD70Ms will be on the UP for at least a year.

THE FIRST DUAL MODE GENESIS II Early May 1995 saw the first runs of GE's dual mode (diesel and third rail pick-up for the New York City area) Genesis II series locomotive on Amtrak's Northeast Corridor. Adorned only in khaki primer and a green GE herald and road number, AMD-110 700 arrived in Philadelphia from the ARR test facility in Pueblo, Colorado, on May 7th. Between May 9th and 11th, the unit tested at night between Philly and New York, also traversing the Empire Connection trackage north of Spuyten Duyvil on the Hudson Line. Amtrak officials got the speed up to 110 m.p.h. in spots and worked out operating scenarios along the Corridor to feed into the AMD's software logic routines.

These new dual mode locomotives are designated "AMD-110s" (for their 110-m.p.h. gearing) and feature 3200-h.p. 12-cylinder 7FRL12 prime movers, a.c. traction, 1800-gallon fuel tanks, retractable third rail pick up shoes and climate-controlled cabs. While the monocoque carbody style is similar to Amtrak's 500-series AMD-103s (4000 h.p. d.c.-drive units with 16-cylinder prime movers), the AMD-110's appearance is different owing to the added ventilation required on the a.c. units. Amtrak has ten of the AMD-110s on order for a 1995 delivery. The 700 left the NEC during the week of May 12th, bound for GE at Erie for final adjustments and a proper paint job.

On a similar note, once the Amtrak dual mode AMD-110s are in service and debugged, MTA Metro-North has expressed interest in them and has already dropped long-range plans to overhaul any of the as-yet unrebuilt FL9s. LIRR and ConnDOT are also watching.

ATLANTIC COAST LINE Way down upon the Suwannee River, the North Florida Chapter NRHS' restored Atlantic Coast Line GP7 No.100 (**page 66**) has been in revenue freight service for the past several months. The Florida West Coast short line, based in Trenton, Florida, has leased the classic Geep, and they run it as needed among its stable of former-Rock Island high-hood GP18s.

But in recent months the 100 has seen reduced use as the FWC is presently experiencing a lull in its fortunes. Most significant is that the road's largest customer, Georgia Pacific, downsized and lessened its rail shipments. Reportedly, the FWC has closed the 28 miles of track from Shamrock (Cross City) south to Chiefland, leaving just the 13 miles between Newberry and Wilcox Junction in service (Wilcox Junction intersects the out-of-service trackage roughly in the middle). The FWC shops are in Trenton, near Wilcox Junction, roughly 50 miles north of Tampa on the Gulf Coast.

NINTH STREET IN MODESTO It appears that 1995 will be the last year for Union Pacific trains to run on the former-Tidewater Southern tracks down the middle of Ninth Street in Modesto, California. During May 1995 Union Pacific crews began work on the necessary track connections to route the UP over the Southern Pacific tracks between Lathrop and Seventh Street in Modesto, thus bypassing the downtown. The City of Modesto is contributing $3.5 million toward the $21 million project, funded mostly by the Federal Government, the State DOT and the involved railroads.

The rails were first laid down Ninth Street by the Tidewater & Southern Railroad in 1911. The T&S was later reorganized as the Tidewater Southern, eventually becoming part of Western Pacific and later merging into the UP. The line is heavy in agriculture, and in recent years UP has run some mighty long grain trains down Ninth Street with motive power in multi-unit consists ranging from the latest Dash 8s to SD60s. Catch the action this year!

RAIN IN FEATHER RIVER CANYON Union Pacific's E9s pulled an 18-car train from Cheyenne, Wyoming, to Oroville, California, to operate excursions on April 29 and 30 in the Feather River Canyon. These trips, jointly sponsored by a local unit of the American Cancer Society and the Pacific Limited Group, were sold out both days. The Saturday trip from Oroville east to the Portola Railroad Museum was successful, with 600 paying passengers. However, time through the canyon was slow, with numerous delays and slow orders due to record rainfall. The threat of further delays on Sunday convinced Pacific Limited and UP to change the second trip's destination; instead of running to Portola, the train went west through Stockton and over Altamont Pass to Fremont, disappointing passengers that came from as far away as Boston and New York City to ride the train through Feather River Canyon. Although many asked for refunds, 310 paying passengers made the trip. As much as 16 inches of rain fell during the weekend in the vicinity of Feather River Canyon. Pacific Limited and UP are considering a return to Feather River Canyon in early October 1996, possibly with 4-8-4 844 as power for part of the trips — HAL LEWIS.

THE SUSQUEHANNA New motive power, operational changes and a possible western partnership are making the New York, Susquehanna & Western the talk of the railroad industry. The road's three new SD70Ms emerged from GM's London, Ontario, plant and were painted by VMV at Paducah, Kentucky, during late May (**page 4**). Numbered 4050, 4052 and 4054, they're the Susquehanna's first super cab units. Delivery via Chicago and Buffalo was

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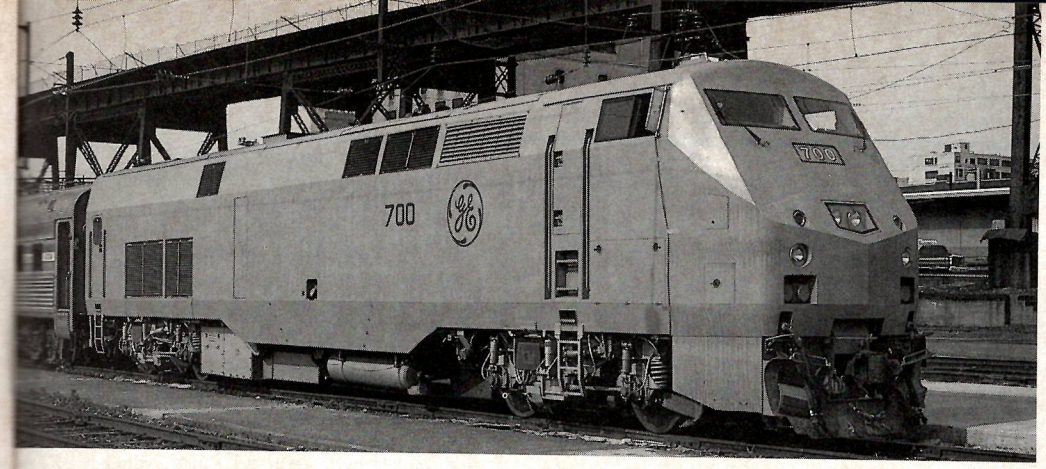


JOHN CLEAYS

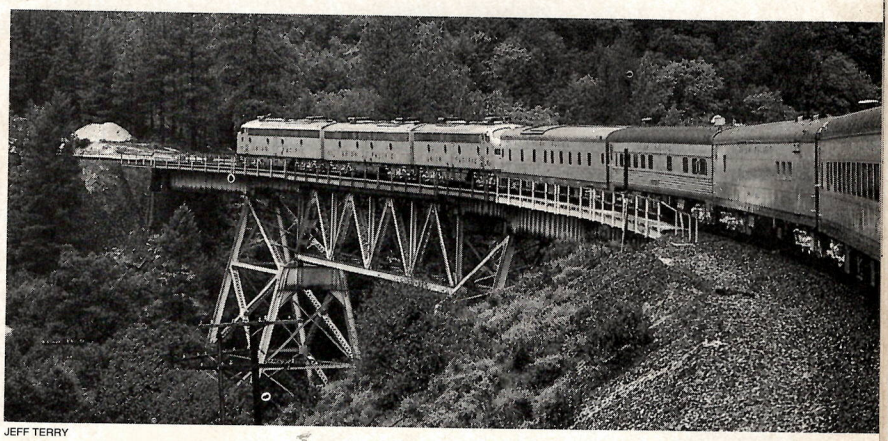
THE FIRST DUAL MODE GENESIS II locomotive, Amtrak AMD-110 700, was at the Penn Coach Yard in Philadelphia on May 9, 1995 (**left**). It was tested at up to 110 m.p.h. on the Northeast Corridor. Features include a retractable third rail electrical pick-up shoe and a 3200-h.p. prime mover.

RAIN IN FEATHER RIVER CANYON during late April allowed UP to run only one of its two scheduled trips with the E9s from Oroville east to Portola, shown crossing Rock Creek Trestle (**below**). The next day's run instead ran from Oroville west to Fremont by way of Altamont Pass.

MIKE DEL VECCHIO

A COAL COUNTRY CAB UNIT shoved the first cars into the new Toys R Us warehouse at Flanders, New Jersey, on May 8th. "Lehigh Valley" F7 578 worked with M&E C424 19.

NINTH STREET IN MODESTO will soon lose UP rail traffic like the 80-car grain train that plied the pavement on May 17, 1995 (**below**). A bypass is being arranged over SP.



JEFF TERRY

TED BENSON

expected during the first or second week of June, with one of the SD70Ms to be set out at Binghamton, New York, for crew training.

The trio of SD70Ms will add much-needed muscle to the run-through power pool that serves the Susquehanna's doublestack and piggyback trains. Among the more interesting locomotives to show up lately on the Susquehanna were two of CP Rail System's SD40M-2s, which powered a 252 train into Little Ferry, N.J., on April 14th (**page 4**). "Red Flares" 5493 and 5494 (ex-Rio Grande 5333 and 5316) are among ten former SD45s which Morrison Knudsen remanufactured as SD40M-2s for CPRS. Most of the rebuilt units have retained their distinctive flared SD45 radiator housings.

New train operations are also making news at Susquehanna. During April, an alternate route between Buffalo and Binghamton, New York, was opened to intermodal service. NYS&W's dedicated Sea-Land doublestack trains now run with a Conrail crew on Conrail's ex-New York Central main between Buffalo and Syracuse. Susquehanna crews and power then take over for the run on NYS&W's ex-Lackawanna line from Syracuse to Binghamton. The new routing involves Susquehanna Sea-Land trains 251, 253, 254, 255 and 260, which now run with 550-series symbols. Susquehanna's Hanjin doublestack trains 252 and 259 and CSXI piggyback trains 257 and 258 are still being handled between Buffalo and Binghamton by CP Rail System crews on Conrail's former Erie line. Trial runs of the new Syracuse routing had been made by train 251 on January 31st and train 260 on February 1st. With *two* route options now available between Buffalo and Binghamton, Susquehanna and its shippers are in a position to play Conrail against CP Rail for better haulage rates. At the same time, the new route offers a strategic option; on May 31st, Conrail train TV201 and CP train 262 detoured over the Susquehanna's Syracuse line after a derailment blocked Conrail west of Binghamton.

Meanwhile, as of press time, NYS&W parent Delaware Otsego Corporation was forging an agreement to buy a 40% interest in the Toledo, Peoria & Western. Doing so could allow some of Susquehanna's West Coast traffic to bypass Chicago by traveling on the 284-mile TP&W between Fort Madison, Iowa, and Logansport, Indiana. A similar

bypassing of Buffalo may also be on the horizon since the Susquehanna is reportedly negotiating a bid to acquire Conrail's moribund ex-Erie line between Hornell, N.Y., and Meadville, Pennsylvania.

COAL COUNTRY CAB UNITS May 20th saw the debut of two pairs of F-units painted in the classic liveries of anthracite region railroads. "Lehigh Valley" F7s 576 and 578 (ex-C&NW 417 and 420) powered their first excursion together with a mileage marathon on NJ Transit out of Hoboken, New Jersey. With NJT GP40PH-2 4111 coupled on for reverse moves, the *Lehigh Valley Limited* consisted of Bombardier-built NJT commuter coaches and ex-NYC tavern-lounge car 5450. It ran north on the Main Line to Suffern, N.Y., west on the Boonton Line to Hackettstown, N.J., and back to Hoboken on the electrified Morristown Line. Trip sponsors United Railroad Historical Society of New Jersey (owners of the two F-units) and Friends of the New Jersey Railroad & Transportation Museum had already impressed the railfans with their August 1994 "Farewell to the U34CH Excursion," and they followed through again with the LV F's by offering seven photo stops at prime locations. An afternoon stop at Rockport, N.J., brought the train some two miles beyond the advertised destination of Hackettstown on rural trackage not ordinarily used by revenue passenger trains. (Rockport was the site of a major wreck on the DL&W in the 1930s.) The day's final photo stop was at the International Trade Center in Mt. Olive, N.J., where photographers fanned out along a manicured lawn and large pond to frame the red Fs between fountains which the Trade Center had graciously kept turned on for the weekend (**page 9**).

In addition to being a railfan's delight, the *Lehigh Valley Limited* was a dedication trip for LV F7s 576 and 578. During the lunch and photo stop at Ridgewood, N.J., the units were christened by Harry Rader, a former director of pricing for the Lehigh Valley. As of late May, the 576 and 578 were being kept on the Morristown & Erie Railway at Morristown, N.J., and with the M&E's Alcos temporarily down for wheel work, the Lehigh Valley F's got used on a couple of surprise revenue freight moves. The 578 made history when on May 8th it led Morristown & Erie Alco C424 19 on the first revenue run into the new Toys R Us facility in Flanders, N.J., on the former-CNJ High Bridge Branch, now owned by Morris County.

Another pair of F-units representing an anthracite region railroad was dedicated on May 20th. On May 13th, restored Reading FP7s 902 and 903 were prepped by volunteers at Pocopson, Pa., (**page 9**). The 902, owned by the Lancaster Chapter NRHS, and 903, owned by the Philadelphia Chapter NRHS, then powered a dedication trip between Kennett Square and Pocopson over the Delaware Valley Railway on May 20. Both Reading Fs will be starring at the NRHS National Convention as they power a Reading & Northern excursion from Leesport to Mt. Carmel in the heart of Reading coal country.

THE CSX PAINT SCHEME For at least a year, ex-CSX GP38-2 2596 (nee-L&N 4086) has been hauling mineral trains southeast of Phoenix, Arizona, for new owner Magma Copper (**page 66**). The unit has been renumbered "3A" but still wears its CSX colors.

The CSX scheme is also appearing on the silver screen. CSX's Homestead Subdivision south of Miami and Hialeah Yard, were used in March 1995 for *Fair Game*, a Warner Brothers/Joel Silver feature film due for late summer release. The action adventure stars supermodel Cindy Crawford and William Baldwin in a story of a Miami lawyer (Crawford) who is assisted in her flight from former KGB agents by a Miami police detective (Baldwin). CSX provided GP38-2 2558 and GP40 6411 and twelve cars, on which major action sequences were filmed. Both locomotives were relettered "OSK" for the film (**page 66**). Though a specific railroad is not identified in the film, production personnel soon came up with a Florida name for the mythical line: Okeechobee, Sebring & Kissimmee. The Gold Coast Railroad Museum provided 1930s-era former Atlantic Coast Line caboose 0322. A complete structural and cosmetic restoration of the caboose was funded by its rental to Warner Bros.

The movie train was ferried onto the Homestead Sub in early March for four days of filming at Milepost 1058, approximately six miles north of Homestead. Several stunt scenes were filmed on the branch, including a crossing explosion. While on the branch, the train tied up each evening at the museum. Schedules for several local freights were changed to accommodate the movie production.

Helicopters buzzed over CSX's Hialeah Yard in mid-March as the *Fair Game* crew set up shop in the busy terminal for more than a week's worth of mostly nighttime photography. The special effects needed by the film crew were provided by eight temporary light towers installed along the yard's eastern perimeter. Amtrak and TriRail operations were not disrupted by the movie work. Rail Transportation Management Specialists, a Knoxville-based logistics consulting firm, served as the railroad coordinator for Warner Bros. In spite of the stunts and difficult nighttime location, the 160-person production crew worked 15,200 injury-free man-hours as *Fair Game* managers worked closely with CSX to make sure it retained its status as the nation's safest railroad — ART MILLER, RTMS.

FORMER C&IM SD38s During early April 1995, Union Pacific placed the first of its six former Chicago & Illinois Midland SD38s in hump service at Bailey Yard in North Platte, Nebraska (**page 66**). The units were delivered to UP during January and February 1995 and operated initially as trailing power in road service. After being shopped and painted, ex-C&IM SD38s 70-75 entered the UP roster as the 2800-2805. The 2800 and 2801 began working at North Platte on April 6th, to be joined shortly by the other four SD38s.

DOUBLE-TRACKING OUT WEST Record-setting traffic levels have forced several U.S. railroads to increase capacity by adding second, and in some cases, third main tracks to certain routes. With as many as 60 trains a day (40 on average) traversing its Sunset Route between Tucson, Arizona, and El Paso, Texas, Southern Pacific has been performing a massive double-tracking project to ease congestion on the steep rollercoaster grades commonly referred to as the Happy Valley Helper District (August 1994 R&R). The first phase has been completed, with roughly 18 miles of double track now in place from Fenner east to Dragoon, Arizona. This section, with a maximum climb of 1.4% to Dragoon Summit, absorbed the former sidings of Tully and Sibyl. Grading has already been done for phase two, which will add a second main track from Fenner west through Benson and up a 1.4% grade to Mescal, roughly twelve miles. A second bridge spanning the San Pedro River at Benson will have to be built. From Mescal west to Tucson, a section of the former El Paso & Southwestern main line already serves as a paralleling second main track. Phase three of SP's double-tracking will cover a nearly 20-mile stretch between San Simon, Az., and Mondel, N.M. All this, combined with siding extensions being done further east, will produce a total of 54 miles of double track between Tucson and El Paso.

Double-tracking projects are also under way on the Santa Fe. The most noteworthy is on the Curtis Hill grade in northwest Oklahoma, which handles much of the Santa Fe's traffic between the Midwest and California. Grading was begun during April, and the second track should be in service by the end of the year.

A QUADRUPLE-HEADER On April 29 and 30, 1995, the Mount Rainier Scenic Railroad in western Washington operated its first ever quadruple-header for the benefit of excursionists. The two day-long trips were billed as a repeat of the "Geared Triple-Header" operated in October 1993 using ex-Kinzua Pine Mills Heisler No.91, ex-Hillcrest Lumber Climax No.10 and ex-Pickering Lumber Shay No.11. Added as a surprise was the appearance of ex-Hammond Lumber Company 2-8-2T No.17. The "Minaret" type Alco was recently restored to operation by the Mount Rainier shops (June 1995 R&R). On Saturday, the 10, 11 and 91 ran first from Elbe to

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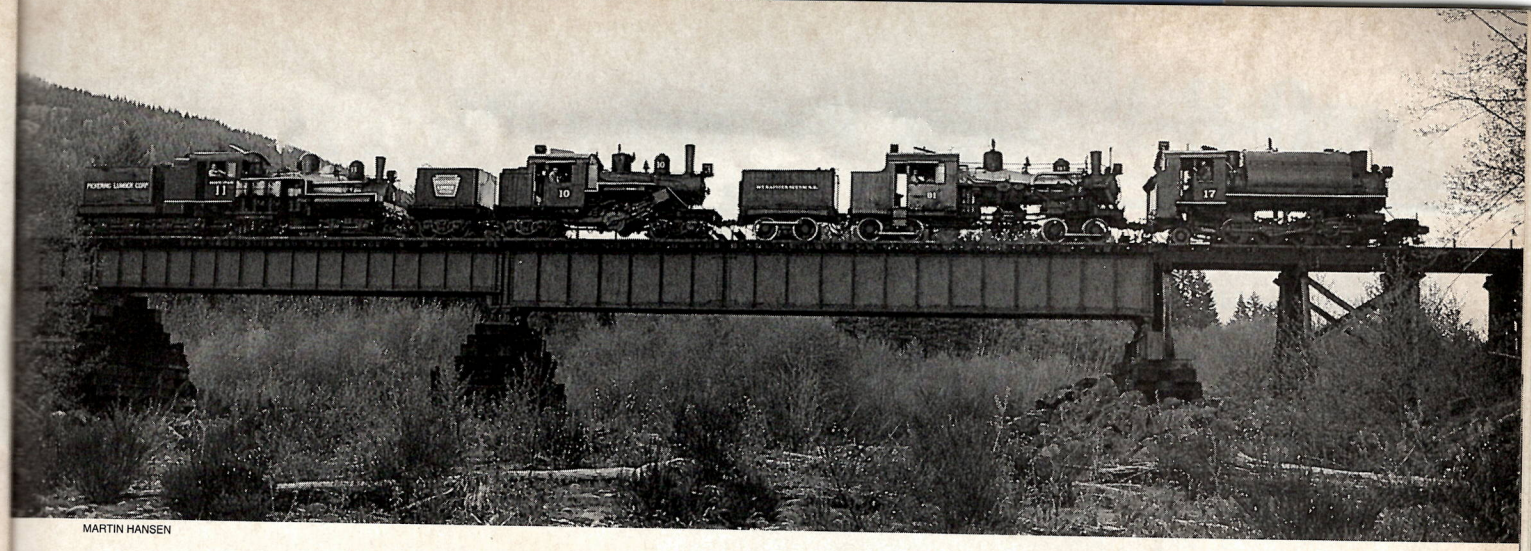


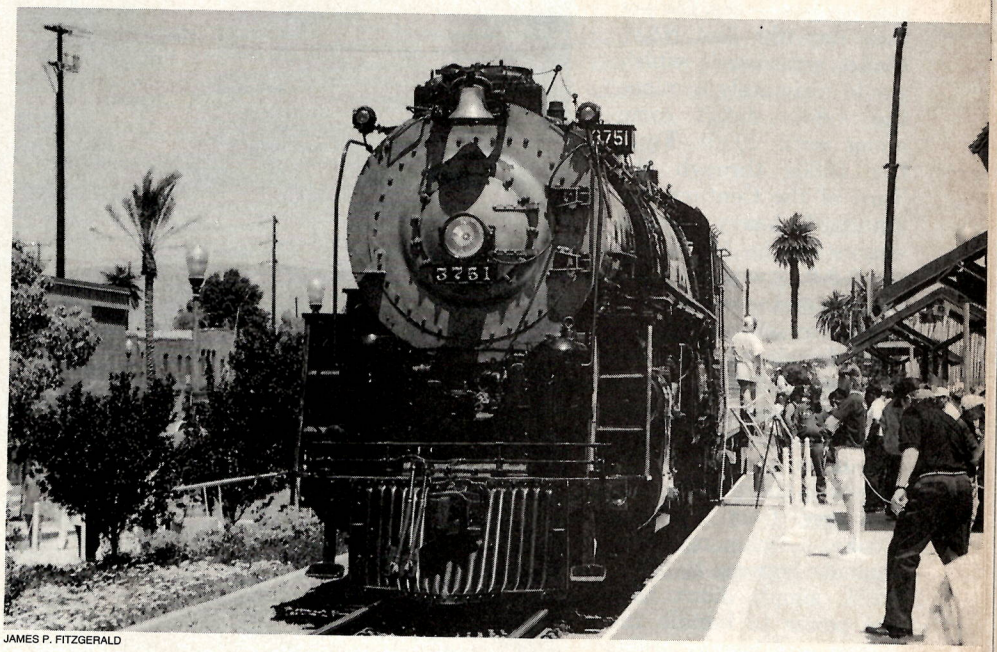
MARTIN HANSEN

A QUADRUPLE-HEADER combining a Climax, Heisler and Shay with a rod engine (Hammond Lumber Co. 2-8-2T No.17) was spread over Mt. Rainier Scenic's Nisqually River Bridge on April 30th.

JAMES R. DOUGHTY

DOUBLE-TRACKING OUT WEST has been changing SP's Sunset Route dramatically. On March 7th, a tunnel motor led a work train west down the more than 1% grade on the new main between Dragoon and Sibyl, Arizona, near the former site of Tully siding. Several double-tracking projects will help SP move its daily parade of as many as 60 trains more efficiently.

SANTA FE 4-8-4 3751 was steamed up and moved by diesel power from San Bernardino to Riverside for display (**below**) at the Sunkist Orange Blossom Festival held during April 22-23.



JAMES P. FITZGERALD

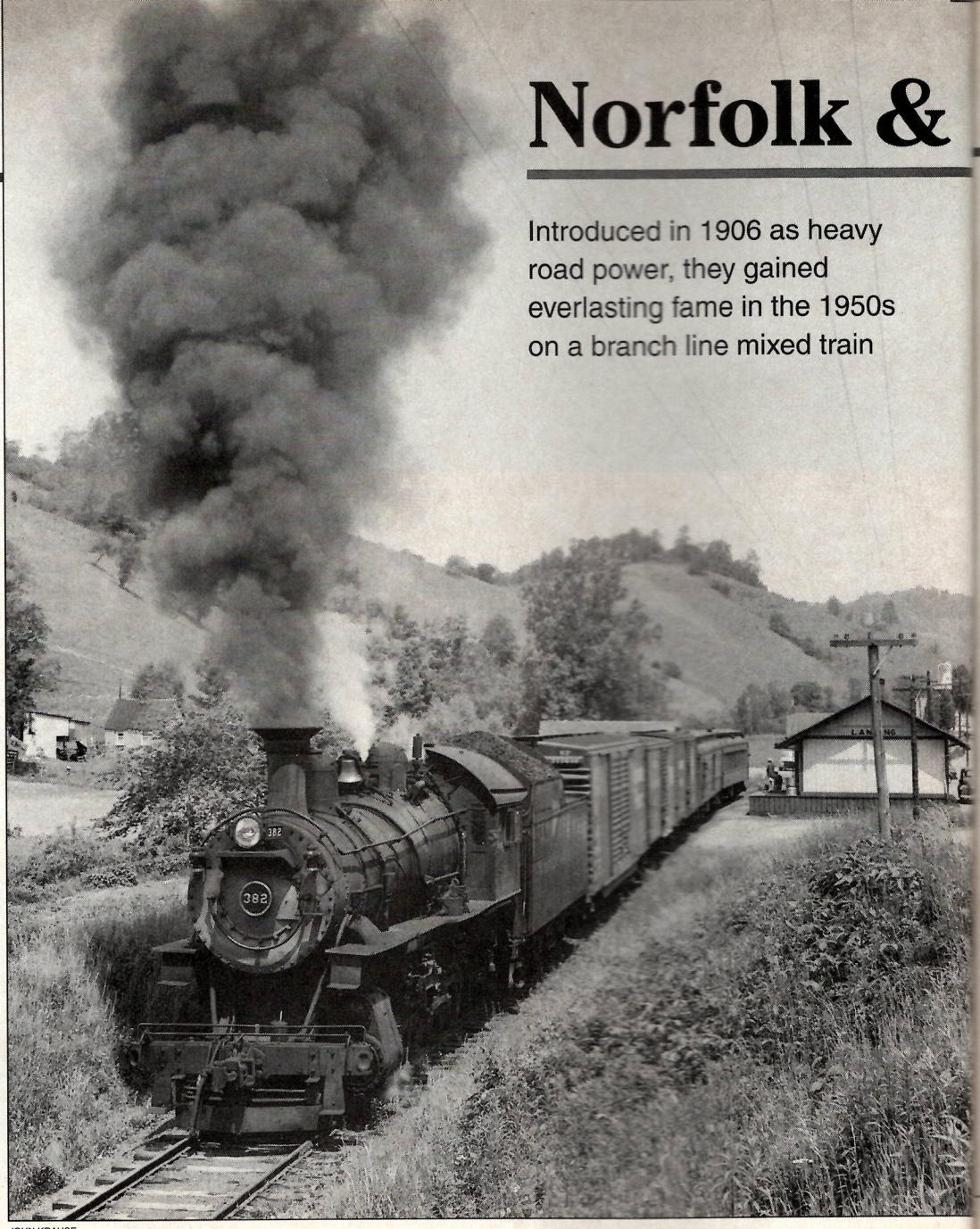
the shop at Mineral. The passengers were greeted there by No.17 and received a shop tour. Then, the three geared engines ran light back to Park Junction, and each picked up their own train. The 2-8-2T followed with the passenger train as far as the Nisqually River Bridge. Passengers detrained at the bridge, and the passenger train was backed out of the way. In a downpour, the three geared locomotives each ran over the bridge with their respective trains. Then, all four engines were posed on the bridge. The Heisler, Shay and Climax ran light to Elbe, followed by the 2-8-2T with train. At Elbe, the engines were serviced, and the three geared locomotives ran to Eatonville with the train. The trip was the same on Sunday, except the weather was better, and the 2-8-2T replaced the Climax on the Elbe-to-Eatonville portion — MARTIN E. HANSEN and STEVE BROWN.

SANTA FE 4-8-4 3751 During April 22-23, 1995, Santa Fe 4-8-4 3751 was steamed up and on display at Riverside, California, for the Sunkist Orange Blossom Festival. Early on the 22nd, Santa Fe diesel power shuttled the 3751 from its storage site in San Bernardino to the Metrolink commuter station in Riverside. The roughly ten-mile journey was the first real outing for the restored locomotive since its 1992 systemwide tour of the Santa Fe. (The 3751 had been scheduled for a Disney-sponsored trip in late 1993, but that was canceled due to Midwestern flooding and budget constraints.) The San Bernardino Railroad Historical Society, which restored and maintains the 4-8-4, teamed up with the Southern California Chapter of the Railway & Locomotive Historical Society in arranging railroad displays for the festival. SBRHS credited Burrtec Waste Industries for sponsoring the 3751's appearance at the Orange Blossom Festival, an event which celebrated 100 years of citrus growing in the Riverside area.

Soon after the 1992 Santa Fe system tour, the SBRHS had been forced to relocate the 3751 and its related shop equipment from the California Steel Industries complex at Fontana to a brick building at the east end of Santa Fe's former car shops in San Bernardino. However, the shops are now scheduled for demolition to make way for a new intermodal facility, forcing SBRHS to once again look for a new home. Following the Orange Blossom Festival, the 3751 was moved from Riverside to a yard track in San Bernardino, where the locomotive is now housed behind a fence but is exposed to the sun and rain. Published reports have rumored that the SBRHS was considering a new storage site in Los Angeles, but the group's corresponding secretary, James D. Wood, says negotiations are under way to acquire a steel building from the soon-to-be-demolished Santa Fe shops and move it to an agreeable location in San Bernardino. Although the 3751 is presently road-worthy and ready to roll, no major trips are in its immediate future.

Norfolk &

Introduced in 1906 as heavy road power, they gained everlasting fame in the 1950s on a branch line mixed train



JOHN KRAUSE

Mention Norfolk & Western 4-8-0s to almost anyone, and the first thing that will come to mind will be O. Winston Link's pastoral images of the Abingdon Branch mixed train. From today's perspective, it's difficult to realize that when they were built in 1906, these charming little engines with the unusual wheel arrangement were heavy duty main line freight and coal haulers — the Y6b's of their day (the first N&W Mallet articulateds which would ultimately displace the 4-8-0s didn't come along until 1910). From the 1880s through the Turn of the Century, the standard heavy freight engine on the N&W was the 2-8-0 — with over 450 of them on the roster!

Midway through the first decade of the 20th Century, N&W management realized that they needed larger road power. The ubiquitous W2 2-8-0s, of which there were 195, delivered from Baldwin, Cooke, Richmond and Roanoke between 1902 and 1905, simply didn't have the power to handle the longer and heavier trains then being operated. Roanoke's solution was the 4-8-0 — essentially a 2-8-0 with a longer boiler.

Although the 2-8-2, with its large firebox riding behind the drivers, was a known design at the time and already in service elsewhere, N&W motive power men were reluctant to put the weight of the firebox on a trailing truck when it could be used over the drivers to increase adhesion. Thus, they opted for the 4-8-0 design, with the heavy firebox riding over the drivers and the relatively lightweight smokebox being carried over the four-wheel pilot truck.

From April 1906 through February 1907, 125 Class M 4-8-0s were delivered to the N&W, with road numbers 375-449 coming from the Richmond Works of the American Locomotive Company from June 1906 through February 1907 and the 450-499 built by the Baldwin Locomotive Works between April and August 1906.

The "Mastodon"

It should be noted here that some roads referred to the 4-8-0 wheel arrangement as the "Mastodon" type, while others called them "Twelve-Wheelers." On the N&W they were commonly referred to as "Mollies" — an obvious reference to the Class "M." (Even the "authoritative sources" don't agree on the Mastodon name; the *1925 Locomotive Cyclopedia* identifies the 4-10-0 as the Mastodon, while Alfred Bruce's 1952 *The Steam Locomotive in America* lists the 4-8-0 as the Mastodon and assigns no name to the 4-10-0.)

The 4-8-0 type was developed in the late 1860s by the Lehigh Valley (which called them Mastodons) and saw a lot of use on the Southern Pacific (which called the Twelve-Wheelers and classed them "TW"). Other Harriman roads like Union Pacific and Illinois Central used the unusual wheel arrangement in fair quantities, and it was represented on the Great Northern, Monon, Duluth & Iron Range and Butte Anaconda & Pacific — and in camelback form on the Jersey Central and the Delaware, Lackawanna & Western (where they were known as the "Brooks Hogs" and were notoriously over-powered for their weight and very slippery on the rails). With only one exception, the 4-8-0s never had drivers over 57 inches in diameter, keeping them in the same general speed range as the 2-8-0s they were usually called upon to replace (that "exception" was the Delaware & Hudson's monster 1933 experimental four-cylinder, triple-expansion compound *L.F. Loree* 1403 with a 500-p.s.i. water-tube boiler and 63-inch drivers).

Western's remarkable 4-8-0s

by Thomas D. Dressler

The N&W's new 4-8-0s

The Class M 4-8-0 was an improvement over the W2 2-8-0 in that the four-wheel pilot truck led the engine into curves with less restrictive effort and provided support for the larger boiler, with only a slight increase in weight on drivers, while a larger firebox (45 square-feet) provided an increase in steaming capacity.

The new boiler, of the extended wagon top design, included 242 flues of 2¼-inch diameter, 18 feet 4⅞ inches in length. The boiler of the earlier W2 2-8-0s contained 251 flues of the same diameter but which were 14 feet 6 inches long. Total heating surface for the M's was 2797 square feet, compared to 2300 in the W2. With nine less flues, each being almost four feet longer, the gain in total heating area was about 20% for the larger boiler. The crown sheet was radial stayed with one T-iron at the front end, and the rear flue sheet was unusually well braced. Very liberal spacing was provided in the water legs of the firebox; the mud ring was 5 inches wide at the sides, and the space increased to 7¾ inches at the crown.

The firebox was equipped with two arch tubes which consisted of steel tubes placed lengthwise in the firebox with the front end connected to the throat sheet. The tubes angled upward with the back ends fastened to the door sheet just below the crown sheet. Boiler water circulated through the tubes, which added more heating surface. High grade refractory brick was fitted between the arch tubes across the entire width of the firebox from the front to approximately two thirds of the way back, forming a barrier which forced the gasses to deflect back towards the rear of the firebox and then up and over the arch, reversing its path before entering the flues. This routing of the gasses allowed better combustion. By lengthening the path gases traveled and from added heat of the brick for ignition, gases had more time to burn more completely before entering the flues. (All subsequent N&W 4-8-0s would also have two arch tubes).

The ash pan was of the hopper type with cast iron bottom slides operated by an air cylinder and was equipped with sprinkler pipes supplied with water from the injector overflow.

The new engines were arranged with continuous driving equalization on each side. The second pair of drivers, being the main drivers, were fitted with "blind" (flangeless) tires, as was the number three set. Later, all M's were retrofitted with flanged tires on all drivers. The main frames were of cast steel 4½ inches thick with double front rails of wrought iron (this type of frame construction was more commonly known as the "single cast bar" type).

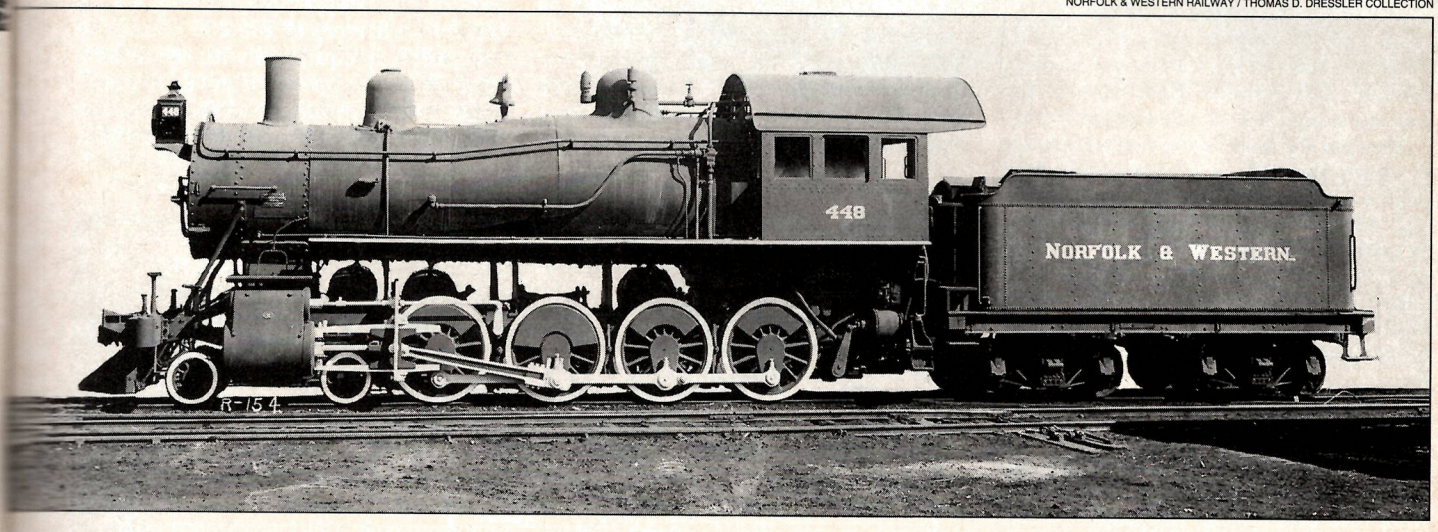
As built, the M's were equipped with 12-inch piston valves controlled by Stephenson valve gear and inside admission steam passages operating at 200 p.s.i boiler pressure, non-superheated. They weighed in at 200,000 pounds, with 168,000 pounds on the 56-inch drivers. Tractive Effort was rated at 40,163 pounds, with a sure-footed Factor of Adhesion of 4.23. Cylinders measured 21 inches (bore) by 30 inches (stroke) and were equipped with Alligator-type dual crosshead guides, as would be all of the future N&W 4-8-0s.

With the same 56-inch drivers and otherwise basically similar to the earlier W2 Class 2-8-0s which they were designed to replace, the 4-8-0s had one quite important change: the main rod was connected to the number two driver instead of the third driver. The shorter main rod afforded improved balancing with less dynamic augment and thus higher operating speeds.

"Outlaws"

The long boiler of the Class M extended completely through the cab to the rear wall, thus allowing the engineer and fireman very little opportunity to communicate, but as the engines were "hand bombers" with no stokers, the ashcat had little time to chat with the hogger, anyway. This type of "deckless" construction was soon banned by Federal edict, and up until the end of their use in the late 1950s, the M's were often called the "outlaws." When these Federal edicts were proclaimed, locomotives already in use

NORFOLK & WESTERN RAILWAY / THOMAS D. DRESSLER COLLECTION



THE NORFOLK & WESTERN Class M 4-8-0 was designed in 1906 as a heavy duty, main line freight locomotive. The 448 was the next to last engine of the class (375-449) delivered by Alco's Richmond Works in February 1907. Note the oil headlight, Stephenson valve gear, three air reservoirs mounted in the frame and the small tender. In June 1956, Richmond graduate 382 (**opposite**) was departing Lansing, N.C., on the Abingdon Branch mixed train 201; note the flanged stack spark arrestor, modern pilot, Baker valve gear and large twelve-wheel tender.

JOHN KRAUSE

could continue in service, but no new engines of like design could be built.

The N&W 4-8-0 cab is actually very similar to the "camelback" or "Mother Hubbard" design of the Anthracite region locomotives, except that the N&W cabs sat astride the conventional firebox instead of being placed ahead of the wide "Wootten" firebox of the camelbacks. Like the N&W deckless 4-8-0s, Jersey Central camelback 4-6-0s remained in service until the end of steam in spite of their Federal "outlaw" status. The famous East Broad Top narrow gauge 2-8-2s are also deckless.

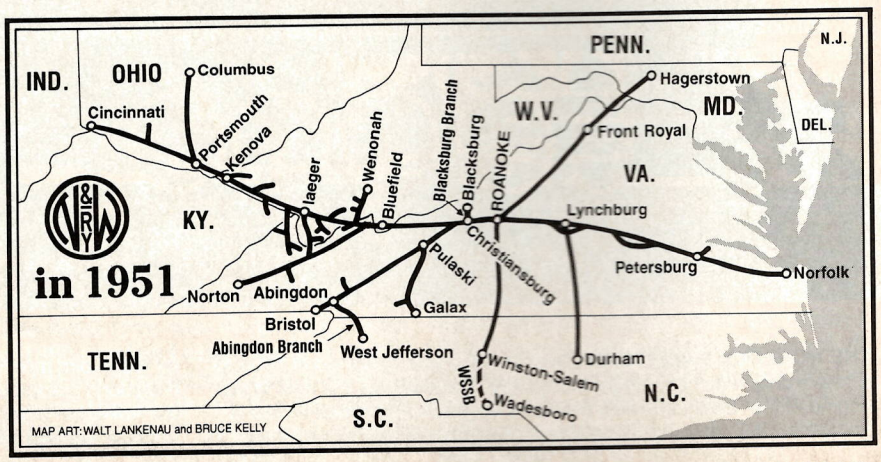
Because the boiler extended completely through the cab, a single small drop seat was provided for the engineer to use while operating the engine — the throttle, brake levers, injector controls and related items were within easy reach on the side and rounded top of the firebox. The long manual reverse lever, more commonly referred to as the "Johnson Bar," extended up through the floor and allowed cold air to enter the cab during winter operation.

There were two drop seats on the left side of the cab, one for the head brakeman and one for the fireman. A water glass, injector control and steam gauge were also located inside the cab on this side of the boiler.

The M's were equipped with dual lifting injectors, one mounted on either side of the firebox just in front of the cab above the running board (ICC regulations require that a steam engine be equipped with two feedwater devices). Feedwater entered the boiler through side-mount check valves. Three large-diameter air reservoirs were located between the frame rails with the upper portions extending above the top of the frame.

None of the M's were superheated as built, but the 382, 386, 439, 447, 457, 482, 493 and 495 were given this improvement in 1915. Numbers 429 and 459 received superheaters from engines 386 and 493 when those two were scrapped in the late 1920s.

During the 1930s, approximately 30 of the class received Baker valve gear, which increased the weight a few pounds (169,800 pounds. on drivers, 206,200 total engine weight). None were built with power reverse gear, but all were retrofitted under the terms of a late 1930s edict from the ICC which stated that all engines used in road service after September 1, 1937, with a weight on drivers of 150,000 pounds or over, shall be equipped with "a suitable type of power-operated reverse gear." This order included switch engines with over 130,000 pounds on drivers.



With the addition of a power reverse, the cold weather problem of the Johnson Bar slot in the cab floor was rectified.

The tender behind

Original tenders on the M's were N&W Class 6-A (6000-gallon, 10-ton capacity), but over the years many different classes of larger tenders were used. Many downgraded USRA 10,000-gallon, 16-ton tanks, N&W Class 10-A, delivered with the new K2 4-8-2s of 1919, and some of the Class 12-B USRA 12,000-gallon, 16-ton four-wheel-truck tenders were also used.

The largest tender used behind an M was the N&W-designed 12,000-gallon, 20-ton Class 12-A version which rode on six-wheel trucks. These huge tenders, fully loaded and tipping the scales at 225,500 pounds, were heavier than the locomotives that pulled them! Various tenders over the years had coal boards added for increased capacity.

Details, details

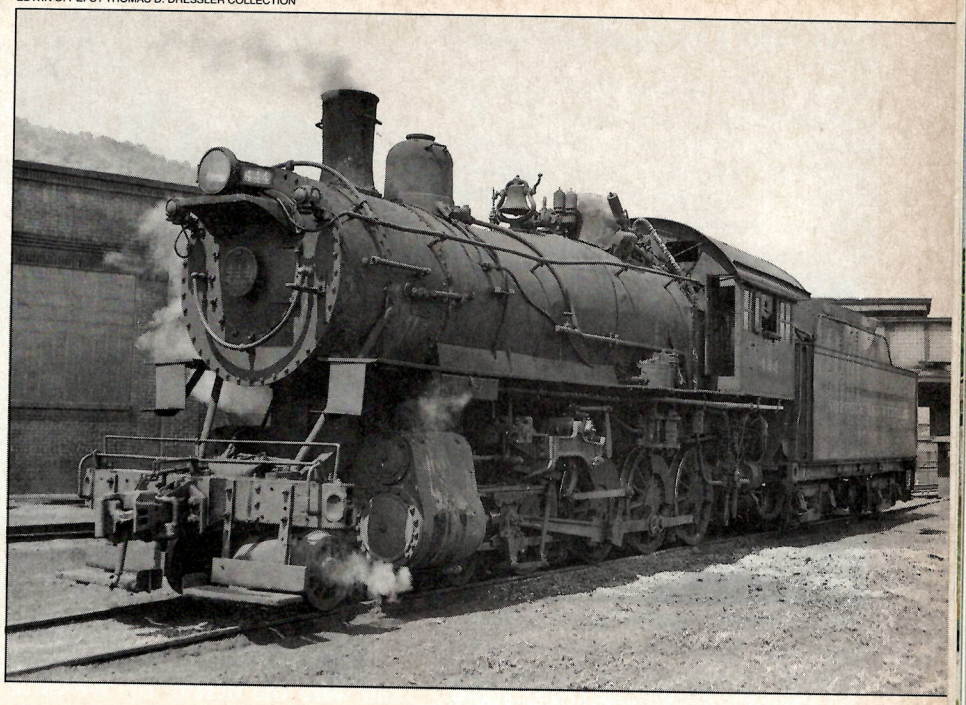
While delivered with the old-style pointed wooden "cowcatcher" pilots, many M's received the standard N&W horizontal boiler tube pilot. Towards the end, however, many received footboards for switching service.

As delivered, the M's had a lone single-stage air compressor mounted on the engineer's side above running board. Later this pump was moved to the left side, and a second single-lung pump was added. Subsequently many received a big cross-compound pump mounted through the left side running board.

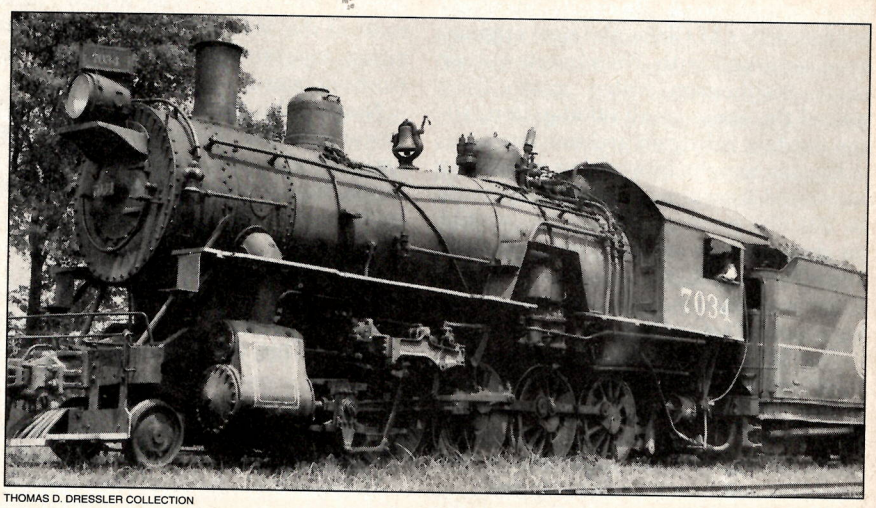
As built, the boiler side running boards were level with the bottom of the cab out to the rear edge of the smokebox, with a short section mounted a few inches above the cylinders. Later, the short piece over the steam chest was raised to match the rear section, and a sheet steel step was provided to climb from pilot deck level. In many instances, an angled kick plate was fastened between the inside edge of the walkway and the boiler jacketing to prevent injuries to employees who might step into the opening.

The engines' original large, boxy and ornate oil headlights were mounted on a steel bracket near the top of the smokebox front, and most retained this location, albeit with a variety of smaller electric headlights over the years. The headlights had top or side illuminated number boards, and a round 17-inch cast bronze number plate adorned the center of the smokebox door (a few three-digit plates were 20 inches in diameter, and all four-digit plates on the later 4-8-0s were 20 inches). A notable few of the 1950s survivors had modern Pyle headlights lowered to the center of the smokebox door, and a cast iron rectangular number plate was hung on the front of the bracket.

EDWIN O. PEFS / THOMAS D. DRESSLER COLLECTION



CLASS M 444 wrapped up its career as the Portsmouth, Ohio, shop switcher; she is shown there in July 1956. One of only three M's sold to other railroads was the 485, which went to the High Point, Thomasville & Denton in 1928 and on to the AB&C before winding up as Atlantic Coast Line 7034 (**below**) in 1946. On the Abingdon Branch in June 1956 (**opposite**), the 382 is about to pass the water tank at West Jefferson, N.C., the south end of the line.



THOMAS D. DRESSLER COLLECTION

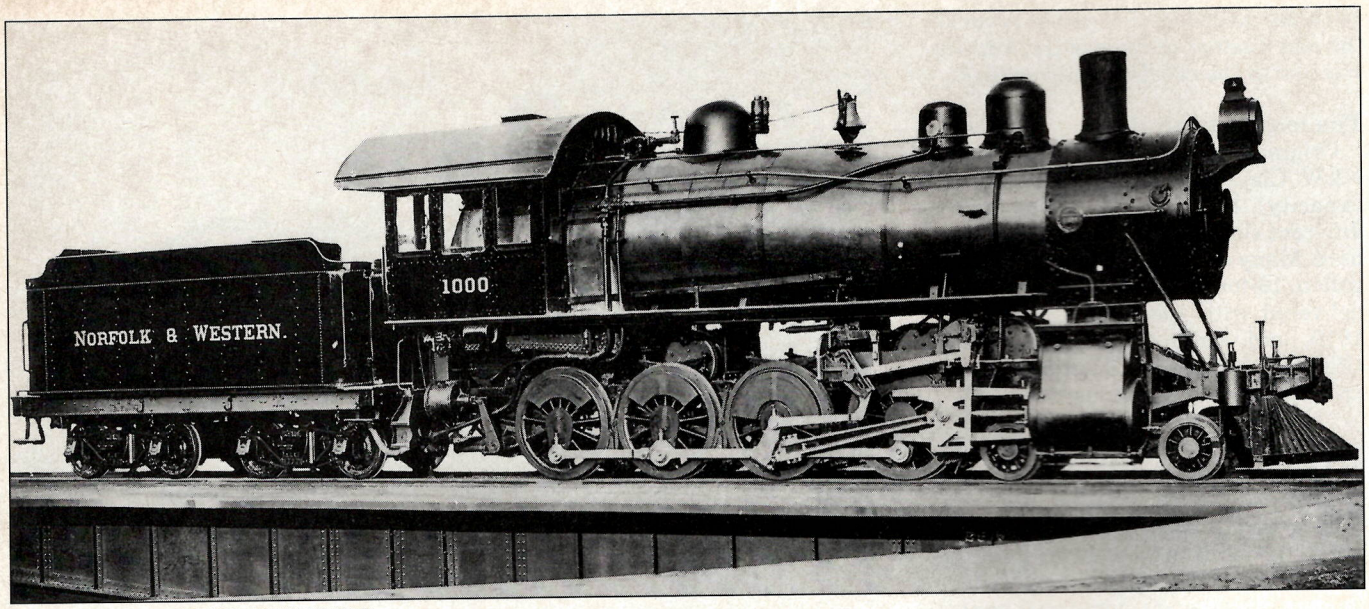
Over the years all M's were given electric lighting, Nathan mechanical lubricators, non-lifting injectors and other improvements.

Cylinders and steam legs

In later years, many of the M's and W2's, with their inside steam admission, developed cracks in steam passages of the cylinder half-castings with resulting leaks. To correct this problem, the passages were blocked off and new outside elbow-shaped steam pipes were added. Many N&W steam students like to suggest that only the engines with outside steam pipes were superheated, but this was simply not the case. Engine 429 was superheated and went to the torch with inside steam passages. Outside steam pipes had nothing to do with superheating. The 387 had outside steam pipes but no superheater. The Strasburg Rail Road's recently resurrected 475 has outside steam pipes but was never superheated.

Migrating Mollies

At least four M's were sold to other railroads. The 456 became Chesapeake Western 109 in April 1940, and the 411 became CW 110 in July of '41. The 485 went to the High Point, Thomasville & Denton in December 1928. About 1940 it went to the Atlanta, Birmingham & Coast as No. 34 and then to the Atlantic Coast Line as 7034 in January 1946.



THREE PHOTOS: N&W RAILWAY / THOMAS D. DRESSLER COLLECTION

Class M1: Engines 1000-1099

Following the success of the Class M's, an additional 100 similar locomotives were delivered during 1907. Of these M1's, the 1000-1049 were built by Baldwin and 1050-1099 by Alco/Richmond. Basically identical to the earlier M Class, the new engines were equipped with Walschaerts rather than Stephenson valve gear. They pulled the same small 6000-gallon, 10-ton tenders riding on archbar trucks.

Engine weight in working order was increased from the M's 200,000 pounds to 204,500 pounds, though the weight on drivers was actually reduced from 168,000 to 165,850 pounds. Tractive Effort was rated at 40,200 pounds, affording a good Factor Of Adhesion of 4.13.

The M1's were delivered with lifting injectors mounted in front of the cab on either side of the boiler, but unlike the M's, which later received non-lifting injectors, most M1's carried their original injectors until they were scrapped.

While numerous roads favored the Walschaerts valve gear and used it extensively, it proved distasteful to the N&W — a circumstance which would continue through to the end of steam design — and when the N&W started to weed out excess power, the M1's were the first to go.

The M1 used the same cylinders as did the M, and therein was a problem in that the centerline of the piston valve was two inches inside the centerline of the cylinders, and a rocker arm was needed to actuate the valve rod. Due to a poor design, scuffing between the link block and face resulted in excessive wear. It was virtually impossible to keep the valve gear in alignment and the valves properly set. Due to inadequately designed valves, the M1's were disliked by all concerned and were the first of the 4-8-0s to be removed from the roster.

The M1's had three air reservoirs located in the frame similarly to those of the earlier M's. As delivered, the M1's had a single-stage air pump on the left side, and shortly thereafter a second one-lunger was added. Later, most of the M1's got a cross-compound pump mounted through the left side running board.

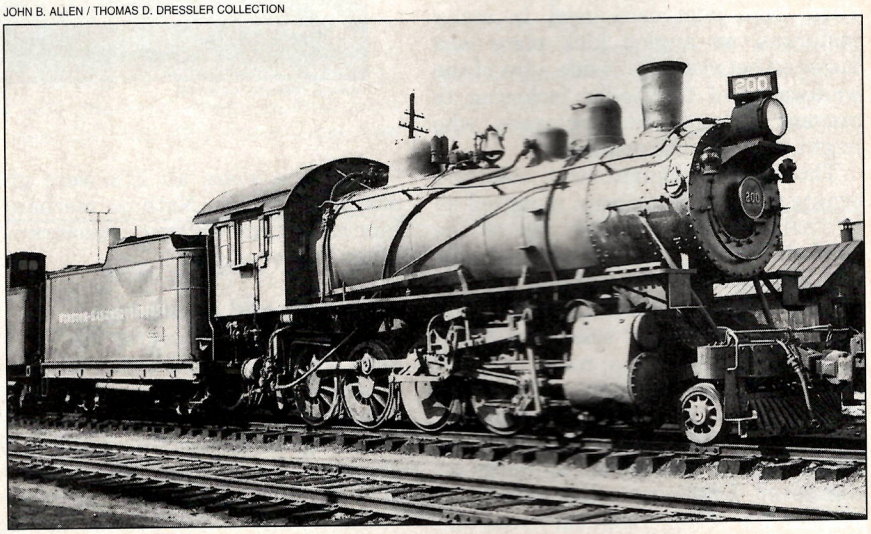
None of the M1's were equipped with power reverse gear when delivered. Only the main driver was flangeless as built, but flanged driver tires were later added.

"Poor man's feedwater heater"

One unusual feature of the N&W M1's was the "poor man's feedwater heater." This device consisted of what appeares to be an additional small dome immediately behind the sand dome. Feedwater from the injectors was discharged through the check valves into the dome, which measured 18 inches in both height and diameter and was constructed of half-inch steel plate. The feed dome was filled with a series of horizontal baffle plates placed one above the other. Water entered the boiler from this dome through 61 one-inch diameter holes drilled through the boiler shell. Since part of the water entering the dome flashed immediately to steam, the impurities in the water were deposited on the dome's baffle plates instead of the inside of the boiler — and the plates were theoretically easier to remove and clean.

Apparently the use of the baffle plates was too expensive and didn't

JOHN B. ALLEN / THOMAS D. DRESSLER COLLECTION



THE WINSTON-SALEM SOUTHBOUND had Baldwin build four 4-8-0s, 200-203, in 1911 based on the N&W M1 design. The 200 was at Winston-Salem on June 3, 1939. Note the Walschaerts valve gear and distinctive "water dome" between the sand dome and bell.

THE SUCCESS OF THE CLASS M's led the N&W to order 100 more nearly identical machines in 1907. The first of the new M1's was Baldwin 1000 (**opposite top**). The M1's had Walschaerts valve gear and an unusual "water dome" between the sand dome and bell. The crew posed with M1 1013 (**above**) on a work train at Sargents, Ohio, on November 2, 1925. The 1138 (**below**) is one of the much larger M2's built by Baldwin in 1910.

work as well as expected, and the arrangement was later modified with four large holes replacing the 61 smaller ones in the boiler shell, and cut-off pieces of old boiler tubing replaced the baffles in the dome.

The "water dome" was modestly effective in pre-heating the water before it entered the boiler, but true feedwater heaters soon rendered it obsolete. While the water dome was tried experimentally on a few other locomotives, the M1 was the only entire class to be so equipped — and they continued to use the dome until scrapped.

The M1's received many of the improvements over the years, as did the M's, but only the 1092 was equipped with a superheater. Several of the class (1015, 1051, 1052, 1053, 1054, 1059, 1091 and 1092) received the outside steam legs like the M's. And like the earlier 4-8-0s, the M1's went through the wooden cowcatcher to boiler tube pilot to footboard transition. The entire M1 class was ultimately equipped with the larger Class 9-A 9000-gallon, 14-ton tenders.

The Southbound 200s

Winston-Salem Southbound was a 94-mile line that struck southward from the N&W at Winston-Salem to reach the Atlantic Coast Line near Wadesboro, N.C. It was owned 50/50 by the N&W and ACL and provided an important north-south link for freight and coal.

In January 1911 Baldwin built four 4-8-0s for the WSS that were identical to the N&W M1's, including the Walschaerts valve gear, water dome and even N&W 9000-gallon tenders. The Southbound engines were numbered 200-203, and the only unusual aspect of them is that Baldwin listed the weight and Tractive Effort specs for the WSS engines as identical to the N&W Class M, rather than the M1, to which they were externally identical. A beautiful Lucius Beebe action photo of Southbound 202 appears on page 66 of his famous 1947 book *Mixed Train Daily*.

The WSS 4-8-0s achieved a degree of infamy when two of them derailed and turned over while shoving a stone train, killing both engineers. The 200s were replaced before the end of steam with 64-inch-drivered Mikados, two ex-ACL and two bought new in 1925.

Class M2: Engines 1100-1160

While the M and M1 Class 4-8-0s were turning in excellent performances, the need for still larger power was being felt, and the concept of the eight-coupled road engine with most of its weight on 56-inch drivers was still regarded as a sound one. So even as the first N&W Mallet articulateds (Class X1 0-8-8-0s from Schenectady and Y1 2-8-8-2s from Baldwin — both also on 56-inch drivers) were on the drawing boards, plans were developed for a larger 4-8-0. The new "M2" 4-8-0s would mount a *much* larger boiler on the basic running gear of the M and M1.

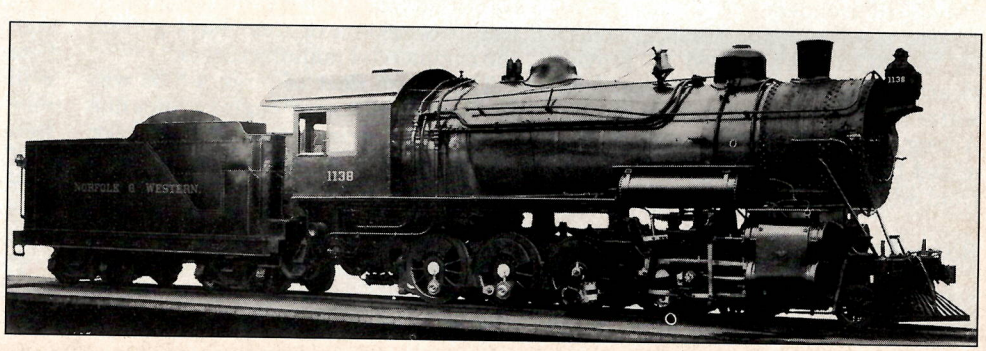
The 50 new heavy 4-8-0s, numbers 1100-1149, were delivered by Baldwin in 1910 at a cost of $18,878 each including tender. Then during 1911 and 1912 the N&W's Roanoke Shops delivered three Class M2a's (1150-1152), two M2b's (1153 and 1154) and finally six M2c's (1155-1160). The first Mallets also arrived in 1910, with the 2-8-8-2 immediately proving itself superior to the 0-8-8-0 and setting the pattern for the N&W for the next 50 years. But the 4-8-0s were also there to stay.

While the new locomotives shared many common design elements and specifications with the earlier 4-8-0s (driver diameter and boiler pressure, for instance), their boilers were considerably bigger. And they appeared to be even larger yet, as the cab was moved back to a more conventional position *behind* the firebox, eliminating the deckless configuration.

Interestingly, while the boiler was bigger in diameter, the firebox grate area was increased only slightly from 45 to 47 square feet, though the cylinder bore was increased from 21 to 24 inches with the same 30-inch stroke. The Baldwin M2's were equipped with Walschaerts valve gear,

Total M2 engine weight was 261,100 in working order, compared to 200,000 for the M, with 213,200 on drivers compared to 168,000 for the M. The M2's Tractive Effort was rated at 52,300 pounds, an increase of 11,100 pounds over the M.

The M2's extended wagon top boiler measured 80 inches in diameter at the



first course and 91 inches at the dome course, compared to 70 and 80 inches respectively for the M. The M2's flue length was 18 feet 10 inches with a total of 386 2¼-inch tubes being used.

The firebox on the M2's was of the radial stay design with a vertical throat sheet and sloping backhead. The "ogee" (S-shaped) water leg side sheet design was dictated by the use of a somewhat narrower grate than would normally be found on a boiler of this diameter. The theory behind the ogee side sheet was that it would hold firebox failures to a minimum while combining a wide firebox with a narrow grate.

These hand-fired engines had a boiler heating area of 3922 square feet, with a firebox area of 182 square feet, providing a total heating surface of 4104 square feet, with no superheaters in the original Baldwin M2's.

When they first entered service, the M2's were very poor steamers due to an inefficient stack and exhaust stand design (a problem shared with the first N&W 4-8-2s of 1916). After an extensive series of tests, the front end design was modified, and performance improved dramatically on the 4-8-2s and M2 4-8-0s.

As built, the engines had two one-lung air pumps on the left side. The air reservoirs were above the valve gear hangers on each side with the running board segments elevated above them.

And since N&W was then embracing the theory that the engineer should control the water (since he would know exactly when he needed it, and the hand-firing fireman was often too busy to pay proper attention to the water) both of the lifting injectors were mounted ahead of the cab on the engineer's side. This practice would follow through to the end of steam on the N&W, and the engineer controlled the feedwater heater when those appliances were added in later years. (Excursion engines 1218 and 611 were modified to give the fireman control of the feedwater heater.)

Tenders behind the M2's were an all new design, Class 9-A, with a 9000-gallon water and 14-ton coal capacity riding on four-wheel archbar trucks. This tender would be the new N&W standard for several years and was used with all new engines until the first Y3 2-8-8-2s in February 1919 with their USRA tenders.

Over the years, the running boards on the M2's were raised to provide clearance for the power reverse, feedwater heater and relocated air pumps. A long, sharply angled stairway was added between the pilot deck and the front edge of the running board.

THREE PHOTOS: THOMAS D. DRESSLER COLLECTION

Roanoke-built M2's

Following delivery of the 50 Baldwin M2's in 1910, the N&W's Roanoke Shops constructed eleven more of the type between April 1911 and April 1912. These were basically the same as the original M2's but incorporated many improvements. The Roanoke M2's were divided into three sub-classes, based on their variations.

The three M2a's, 1150-1152, had Baker valve gear and Street stokers, while the two M2b's, 1153 and 1154, had Baker valve gear, Street stokers and distinctive Hobart-Allfree cylinders, whose polished inside passages and dead air space for insulation were expected to improve performance (the N&W was not overly impressed and later replaced them with conventional cylinders). The six M2c's, 1155-1160, had Baker gear, Street stokers, conventional cylinders and Type A superheaters — the first N&W 4-8-0s to be superheated and the last 4-8-0s to be built new. Within eight years, all of the Roanoke-built 4-8-0s were equipped with superheaters and reclassed M2c. None of the M2's was built with power reverse, but all ultimately received the appliance.

Cost figures in the company records for the M2c's are the same as those for the Baldwin-built M2's, but when one considers the added features such as stokers and superheaters, it is clear that building their own locomotives was less expensive than buying from the commercial manufacturers.

The entire fleet of large 4-8-0s was very unpopular with engine crews due to their rough riding qualities and poor steaming (even after the stack modification). As a result, the N&W never considered them to be good engines, although superheaters were added to all of the M2's between 1915 and 1919.

Like the rest of the 4-8-0s, the M2's went through headlight and pilot variations over the years, and the survivors got modern appliances like automatic train control, dual generators and Nathan Low Water Alarms. Many later received larger tenders.

Even in their modern variations, the M2's looked sort of like a "Pregnant Whale," with that huge boiler on the small running gear. The old high-mounted "ash can" headlights made them look particularly antique, though the later versions with the small, centered Pyle headlight and modern appliances took on a more dignified and brutish appearance.

The M2's were used as main line freight power at the beginning of their careers, but with the delivery of the Class Z 2-6-6-2s in 1912 and, of course, the later Y-Class 2-8-8-2s, the M2's were gradually bumped to lesser duties, although many remained in main line time freight service until the K3 4-8-2s arrived in 1926.

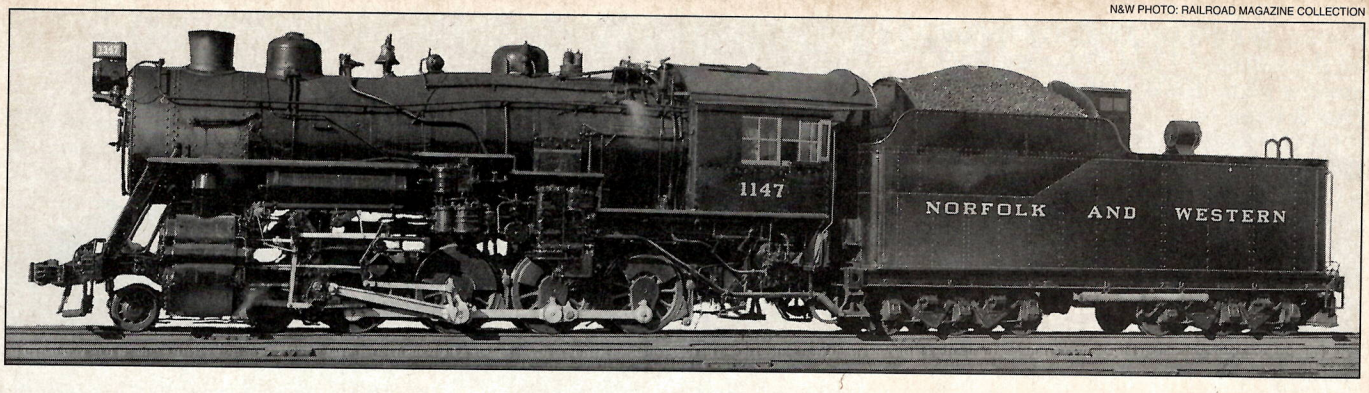
Very few M2's were used in passenger service, although a few did power the mixed train on the 118-mile Lynchburg-Durham line. All were eventually downgraded to branch line and finally switching duties.

Tonnage and the 4-8-0s

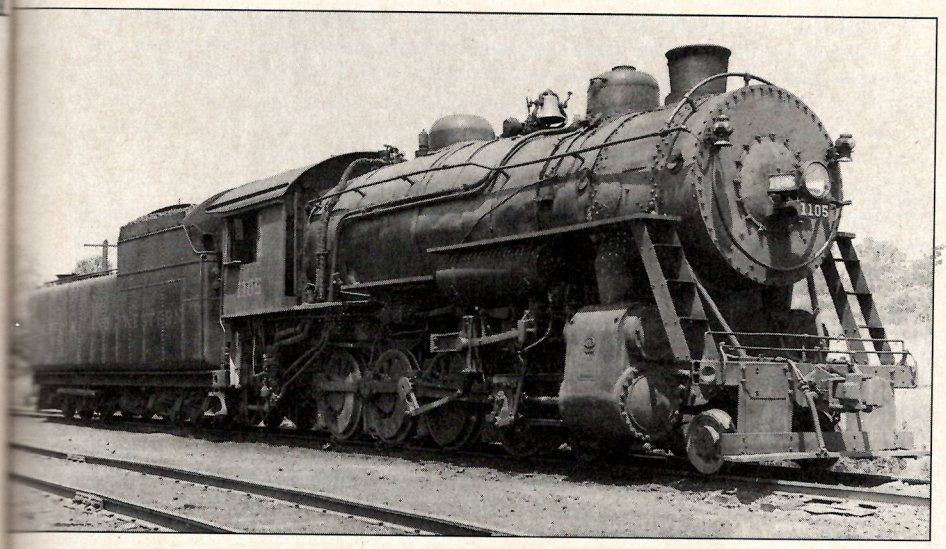
Tonnage ratings for M Class 4-8-0s and W Class 2-8-0s eastbound between Petersburg and Norfolk was 1000 tons, while an M2 was allowed 1750 tons in slow or drag service. Westbound ratings were 1050 and 1850 tons respectively. While an M and W were given the same tonnage rating, an M could accelerate its train much faster and maintain a higher top speed.

The May 29, 1921, Scioto Division employee's timetable shows an M2 in coal train service rated at 3600 tons

N&W PHOTO: RAILROAD MAGAZINE COLLECTION



THE M2's HAD MUCH BIGGER BOILERS mounted on essentially the same running gear as an M. The 1147 (**above**) shows a modernized version with compound air pump, Worthington feedwater heater and the large tender. The 1132 (**opposite left**) was at Clare roundhouse at Cincinnati; note the two non-lifting injectors under the engineer's side of the cab. The M2's had a conventional rather than deckless cab like the M's and M1's. The 1105 (**below**), seen at Hagerstown, Md., demonstrates the full modern look with centered headlight and footboards. Wise Coal & Coke (**bottom**) of Dorchester, Va., bought the 1148 in February 1957 and converted it to the "14" by chiseling digits off the number plate.



End of the M1's

While the M1's were used interchangeably with the M's, they were less popular with the railroad, and scrapping, which began in 1925, depleted their ranks much sooner than the older M's. Only 19 M1's were in service by 1937, with the final nine stricken from the roster following WW II. In 1948, the 1070 was the last M1 to go.

No N&W M1's were preserved, but several were sold over the years. On December 18, 1928, the 1022 and 1053 went to the High Point, Thomasville & Denton, retaining their N&W numbers.

On October 21, 1940, the 1056 became Norfolk & Portsmouth Belt 25, with the 1019 and 1034 following on September 5, 1942, as N&PB 26 and 27, respectively. On March 2, 1943, the 1077 became Chesapeake Western 111, with the 1091 following on September 28, 1943, as CW 112, the 1060 in October 1943 as CW 113 and the 1017 on November 22, 1945, as CW 114.

from Williamson to Portsmouth and 3100 tons from Portsmouth to Joyce Avenue in Columbus over the ten-mile 0.32% Kingston hill north of Chillicothe.

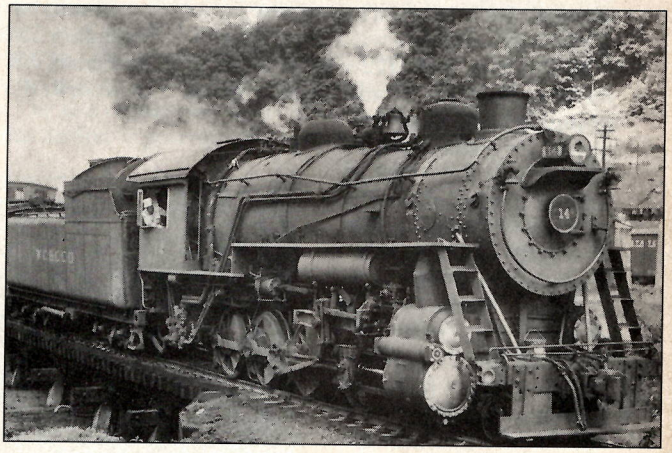
Over on the Cincinnati line, an M was restricted to 1750 tons with a pusher up the hill from Lawshee to Mt. Zion. Nothing larger than an M or W was listed in this table for the Cinnci "Peavine" branch at that time.

The proposed M3

There is a fascinating side note to the saga of the N&W 4-8-0s. The ultimate expression of the M series, the M3, would not have been a 4-8-0 at all!

The M3 was proposed in a drawing dated April 10, 1911, just about the time the first Roanoke-built M2's were on the erecting floor. It was to have been a massive 2-10-0 with the same 56-inch drivers used on the entire series of 4-8-0s. The M3 was to be a few inches longer than the M2 but weighing in at a whopping 325,000 pounds, with 300,000 of that on the drivers! Tractive Effort calculated out to 71,400 pounds. The M3 boiler was to have been 97 inches in diameter at its dome course and most likely would have been superheated.

One can only speculate why the M3 never got beyond the preliminary diagram stage, but it's safe to bet that the N&W had concerns over the potential tracking and riding characteristics of the ten-coupled engine and was already looking at the compound articulated as the key to future freight locomotive development. Ironically, the last 2-8-8-2 built by N&W in 1952, Y6b 2200, had 58-inch drivers, only two inches larger than the 4-8-0s.



End of the M2's

Only two of the M2's were sold for further use. The 1140 went to the Durham & Southern in May of 1939, where it kept its original number. The 1148 went to the Wise Coal & Coke Company at Dorchester, Va., near

Norton, in February 1957. By chiseling off the outboard 1 and 8 from the front number plate, N&W 1148 became Wise Coal & Coke 14.

On the roster from 1910 until 1957, the last M2 in service, 1115, was given a Class 3 rebuilding in May 1954, had new boiler lagging applied on April 10, 1956, and was retired a year later in May 1957. Thus the Pregnant Whale era ended on the N&W — although, amazingly, three still survive! Two Baldwin M2's, 1118 and 1134, and Roanoke M2c 1151 were sold in 1959 as scrap to Virginia Scrap Iron & Metal in Roanoke and are still on the property, albeit in deplorable condition.

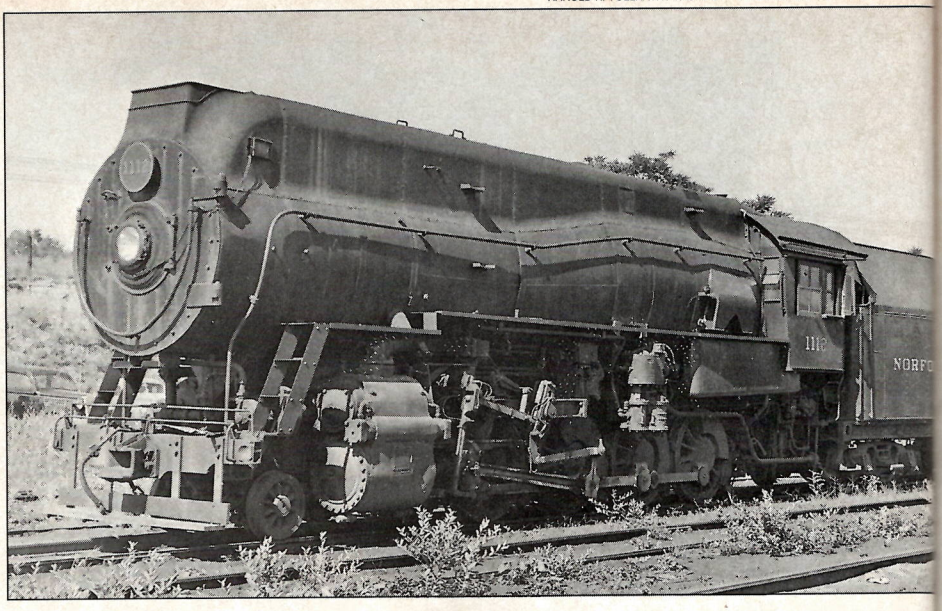
The "Automatic Switchers"

Two of the 1910 Baldwin M2's were involved in one of the most bizarre experiments to ever leave the Roanoke Shop: the "Automatic Switchers." In an effort to produce a non-polluting steam switcher capable of 24-hour service, in 1945 the N&W grabbed M2 1100, which happened to be in the shop for overhaul, and equipped it with automatic firing controls and a forced-draft smokebox fan. They wrapped the whole thing in a semi-streamlined jacket and covered the tall domes with a skyline casing — which on the M2's 1910 profile looked very top-heavy and downright ridiculous. The noble experiment involved removing the superheater and retubing the boiler (while retaining the 200 p.s.i. pressure), as well as extending the smokebox to accommodate the 42-inch, seven-blade, turbine-driven, chrome-plated draft fan.

The 1100 went to work at Lambert's Point in Norfolk, where it was able to remain in service 18 to 20 hours per day with reasonable success. Only the exhaust fan was a serious problem, as it suffered excessive wear from fly-ash.

Meanwhile, the 1112 was selected to receive similar modification, while including some improvements suggested by the 1100's service record. Though it was outwardly a near twin to the 1100, the 1112 had a much-improved draft fan and a larger firebox with circulators. In 1947 the 1112 was put to work in Roanoke, and both of the Automatic Switchers remained in service until the ex-C&O 0-8-0s were delivered in 1950. So popular were the 0-8-0s that the 1100 and 1112 were stricken from the roster in 1951, even as Roanoke continued to build new conventional 0-8-0s of its own.

HAROLD K. VOLLRATH / THOMAS D. DRESSLER COLLECTION



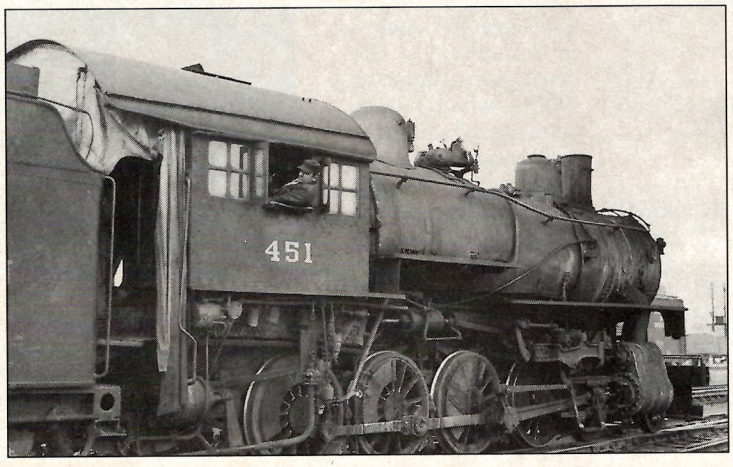
THE SECOND "AUTOMATIC SWITCHER" was the1112, rebuilt by Roanoke Shop in 1947, was externally a virtual duplicate of the 1100, but it included many internal differences. The engine had automatic firing controls and was intended to work nearly 24 hours a day.

Bumped from the yards

With the purchase of the 30 C&O 0-8-0s in 1950 and the building of 45 additional 0-8-0s at Roanoke, the need for any 4-8-0s, large or small, as yard engines was virtually eliminated. While the M1's were long gone, a fair number of the orignal M's was still around, but the majority of those left on the roster were soon retired.

Fifteen M's survived early dieselization because they were needed for branch line work, and that handful gained everlasting fame on the "Huckleberry" mixed on the nine-mile Christiansburg to Blacksburg, Va., branch and the legendary 55-mile Abingdon Branch from Abingdon, Va. (just northeast of Bristol) to West Jefferson, North Carolina.

THOMAS D. DRESSLER COLLECTION



THE LAST M TO SURVIVE off the branches was the 451, assigned to Joyce Avenue in Columbus, Ohio, where it was photographed on January 12, 1957.

The last Class M to operate in regular service on the N&W, other than those on the Abingdon and Blacksburg branches, was the 451, which was held at the Joyce Avenue Yard in Columbus, Ohio, to protect the daily yard job which had to cross the light and rickety Cleveland Avenue bridge into the downtown area to serve the freight house and several large industries. The through truss, built in 1893 by the Edgemoor Bridge Works of Wilmington, Delaware, survived until 1991 when a highway project resulted in its removal. At that time, it was believed to be the oldest original N&W bridge in service.

Nothing heavier than a Class M was allowed on the bridge, but with the delivery on May 8, 1957, of steam-generator-equipped GP9 767, the 451 was soon out of a job. By making a few changes in reporting times of the yard crews, the passenger Geep could handle Trains 33 and 34 between Columbus and Portsmouth at night and then work daylight hours on the "Lower Yard" job. The 451 last operated in late May of 1957 and was the last of the Mollies on the Scioto Division. Alco T6 switchers took over the Columbus job in early 1959.

Branch line to fame

The saga of the N&W 4-8-0s contniues in color on page 58.

The 1995 R&LHS Railroad History Awards

by William L. Withuhn

The winners of the 14th annual Railroad History Awards were presented at the Railway & Locomotive Historical Society's Annual Banquet on May 6, 1995, at the Gateway Hilton in Newark, New Jersey, hosted by the New York Chapter. This year, a $250 honorarium was included with each Award.

The Gerald M. Best *Senior Achievement Award* was presented to Don L. Hofsommer of St. Cloud, Minnesota. High school teacher, railroad company employee and consultant, college professor and administrator, prolific writer of articles and books, for 20 years a principal in the Lexington Group and editor of its *Quarterly*: Don Hofsommer has been all these things and more. With nearly 50 articles published, three books edited and seven books written (including histories of the Katy, SP, GN, the Quanah Route and the Grand Trunk), Don has been a prodigious contributor to the field of railroad history. As well as a scholar and teacher, Don has been for over two decades one of our community's visible *leaders*, an advocate for public history who moves with equal ease in both the academic and business worlds. The award honored that long-standing leadership.

The Fred A. and Jane R. Stindt *Photography Award* was presented to John F. Humiston, a name not widely known in our field. Yet, since 1931, John has been quietly photographing the railroad scene in the U.S. and Canada, building a massive documentary collection (nearly 40,000 images in over 60 years of photography — 18,000 b&w and 12,000 Kodachromes). With his large-format 616 size camera or, since 1951, with his 35mm, John has traveled in 49 states and ten Canadian provinces making photographs of exacting high quality. Some have been published in books by Hilton, Bradley, Dolzall and Lavallee, among others. John's career in engineering, first for United States Steel and later for the Chicago Transit Authority, bred a meticulous approach to his photography, both in its vast scope and, as importantly, in its long-term organization and care. John knows that one of the ongoing tragedies in the field of railroad photography is that so many great photograph collections, built over lifetimes, are eventually lost or broken up. To his great credit, John intends that this will not occur to his collection, and he has planned carefully for its future. The Society honored not only John's superb craft over so many years but also his foresight in ensuring the permanence of his legacy for future generations.

The George W. and Constance M. Hilton *Book Award* is for a work published during the three-year period preceding the Award (for this year, 1992 through 1994). This year's nominees were: Walter Grande, *The Northwest's Own Railway - Spokane, Portland & Seattle and its Subsidiaries, Vol 1*, Grande Press, 1993; George H. Drury, *Guide to North American Steam Locomotives*, Kalmbach Publishing Co., 1993; Stephen B. Goddard, *Getting There: the Epic Struggle Between Road and Rail in the American Century*, Basic Books, 1994; John Merriken, *Every Hour On The Hour*, LeRoy O. King for Central Electric Railfans' Association, 1993; Greg McDonnell, *U-Boats*, Boston Mills Press, 1994; Carlos A. Schwantes, *Railroad Signatures across the Pacific Northwest*, University of Washington Press, 1993; Thomas T. Taber III, *Guide to Railroad Historical Resources: United States and Canada*, four volumes, published by author, 1993; Anthony W. Thompson, Robert J. Church and Bruce H. Jones, *PFE: Pacific Fruit Express*, Central Valley Railroad Publications, 1992; Frank N. Wilner, *The Amtrak Story*, Simmons-Boardman Books, 1994; William L. Withuhn, *Rails Across America: A History of Railroads in North America*, Smithmark Publishers, 1993.

The 1995 winner was *Railroad Signatures across the Pacific Northwest*, by Professor Carlos Schwantes, who teaches at the University of Idaho and has been writing and editing books about the Northwest — eleven at last count — since 1979. *Railroad Signatures* is a splendid example of something that has been happening more frequently of late: a first-class general historian and writer tackles the railroad as subject and produces a refreshingly insightful work. *Railroad Signatures* is a stellar contribution to both scholarly and popular audiences: well-written and lavishly produced, the book tells the story of railroading's indelible imprint, its "signature," on everyday life in America. Schwantes tells engagingly of the railroads' crucial role in immigration, town building, industry and tourism — the effects of which persist to this day in the Northwest. To help tell his story, Schwantes has assembled a gorgeous array of period photographs, posters and other graphics. The University of Washington Press has outdone itself in displaying this visual trove, producing one of the most handsome books seen in our field in many years.

The David P. Morgan *Article Award* is for an outstanding article published during the two years preceding the Award (this year 1993-1994). The 1995 nominees were: Mark Aldrich, "Safe & Suitable Boilers: the Railroads, the ICC and Locomotive Safety, 1900-1945," *Railroad History* 171, Autumn 1994; Ted Benson, "Mileposts and Memories - Down a Dusty Beet Road," RAILFAN & RAILROAD, November 1993; Ted Benson, "Milwaukee Road - Before the Storm," *Trains*, September 1994; Michael W. Blaszak, "Chicago & North Western: Evolution of a Survivor," *Trains*, April 1994; Brain F. Coffey, "Boston's South Terminal Station: An Electric Traction History." *Railroad History* 170, Spring 1994; Preston Cook, "SD45: EMD's Muscle Machine," RAILFAN & RAILROAD May, June and July 1993; Andrew Dow, "Is There Really a Railroad Preservation Movement?" *Locomotive & Railway Preservation*, May/June 1994; Fred W. Frailey, "Indian Summer of the City Streamliners," *Trains*, October 1994; Mark Reutter, "The Great (Motive) Power Struggle: the Pennsylvania Railroad vs. General Motors, 1935-1949," *Railroad History* 170, Spring 1994; Mark Reutter, "The Lost Promise of the American Railroad." *Wilson Quarterly*, Winter 1994; James A. Ward, "Railroads in the American Context." *Railroad History* 171, Autumn 1994.

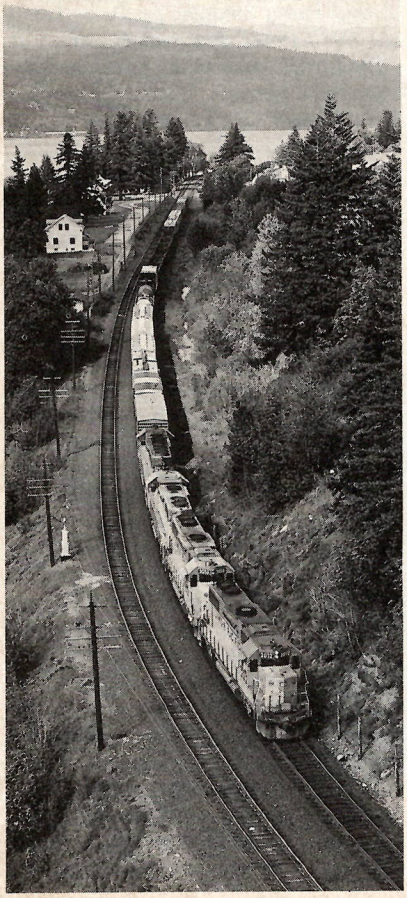
The 1995 winner was "The Lost Promise of the American Railroad," by Mark Reutter, a work distinguished by a the fine combination of extensive new research in primary sources together with a lively writing style. This article was about the attempt in the 1930s to revitalize the passenger train with diesels and stainless steel, but it is more. The real centerpiece of the article is the heavy-handed, post-war intervention by government that hamstrung railroads' attempts to innovate while pouring billions of subsidy dollars into highways and airports. What is particularly noteworthy is that Reutter does not make his case based on mere polemics or assertion; he argues based on his new research into contemporary government reports, industry data and first-hand sources.

Changes are in the works for 1996: A process is being developed to permit all R&LHS members to participate in the nominations, and the *Photography* and *Senior Achievement* awards will be given in alternating years, while *Book* and *Article* awards will continue annually.

MIKE DEL VECCHIO

THE R&LHS AWARD RECIPIENTS were (l-r) Carlos Schwantes, Donald Hofsommer, Mark Reutter and John Funniston, shown with Morristown & Erie president Ben Friedland (banquet speaker) and awards chairman Bill Withuhn.

ABOVE: STEVE JESSUP / LEFT: T.O. REPP



MAIN LINE RAILROADING IN OREGON

by Steve Jessup

It's a few minutes after noon at Cruzatte, a siding a little more than 4000 feet in elevation sitting high above Highway 58 in the Cascade Mountains of Oregon. In the distance, EMDs can be heard working uphill. The noise gradually increases, and after several minutes, a headlight comes into view. Soon, the train rounds the curve and passes by with three Southern Pacific units in command. Behind the two SD40T-2s and one SD40 are numerous orange and white trailers sporting such names as Schneider and May — even J.B. Hunt.

Welcome to the 1990s version of Oregon railroading.

Not so long ago, one might have seen a number of heavy trains loaded with lumber and forest products moving south and east out of the "Beaver State." Now, the main lines cater to time-sensitive freights that pompously parade in front of the ever-present evergreen

SOUTHERN PACIFIC PTPCX, the Portland to L.A. *Pacific Coast Express*, was working around a curve at Cruzatte (**top**) behind a typical power set. That's a Union Pacific westbound (**left**) at Cascade Locks on the Columbia River, photographed from "The Bridge of the Gods" toll span.

KODACHROME: KEITH E. ARDINGER

THE COLUMBIA RIVER GORGE is where BN and UP operate side-by-side. On October 10, 1989, SD40-2 6754 leads a BN train out of Wishram, Wash., across the river (**above**) to head south on the old Oregon Trunk. The BN (ex-SP&S) main is visible on the far side of the Columbia (**below**) as a Portland-bound UP train races along west of Rowena, Oregon.

trees which once symbolized the heart and soul of railroading here.

Speaking of evergreens, about half the state is covered by forests, and many construction projects in the West and across the U.S. — even in Japan — can be traced to the wood products that come from the populous Douglas-fir, Hemlock and Ponderosa Pine trees found in the region. In recent years, the forest products industry has toppled, which has led to the closing of many mills, and that has triggered the trimming of several branch lines.

What's left on today's railroad map of Oregon isn't much more than the trunk of two major railroads, the Union Pacific and the Southern Pacific. Burlington Northern serves the state as do short lines, but the BN's presence is greatly overshadowed by the "dynamic duo" of UP and SP.

The stage belongs to UP and SP, and

KODACHROME: STEVE JESSUP

KODACHROME: STEVE BROWN

SALT CREEK TRESTLE feels the weight of the two tunnel motors and two SD45s on a northbound SP freight that is dropping down off of the Cascade Mountains near Heather siding on September 1, 1991 (**left**). Farther north, along the Columbia River, three UP SD40-2s take a doublestack train east at Ruthton Point on July 2, 1994 (**below**).

"Main Line Madness" is the name of their game as they furiously dash to and from the state's largest city, Portland. Known as the "City of Roses," Portland (population about 450,000) is the starting point in this overview of Class 1 railroading in Oregon.

KODACHROME: KEITH E. ARDINGER

Burlington Northern

When it comes to train watching in Oregon, BN stands for "Barely Noticeable." The nation's largest railroad has a yard — Lake Yard — just north of Portland Union Station, which serves as an arrival/departure point for trains moving east and west or north and south through Washington. Two miles north of Lake Yard, at Willbridge, BN trains take a right turn to cross the Willamette and Columbia rivers before entering Vancouver, Washington.

Running east out of Vancouver, the ex-Spokane, Portland & Seattle main along the scenic Columbia Gorge to Pasco is divided into two sections: Portland/Vancouver to Wishram (106 miles) and Wishram to Pasco (126 miles). At Wishram, the BN stretches its only main line in Oregon south through the heart of the state all the way to northern California. This line is BN's biggest play here and certainly one of the better chronicled railroad segments in the Northwest.

In 1909, SP&S subsidiary Oregon Trunk Railway started working its way south through the canyons of the Deschutes River to Bend, 151 miles from Wishram. Nearly two decades later, the Great Northern extended the line 69 miles to Chemult, where it ran into the Southern Pacific. GN's intent was to reach Klamath Falls, Oregon, and eventually Bieber, California, but SP's intent in completing the Natron Cutoff between Eugene and Klamath Falls two years earlier (1926) was to head off its potential competitor. Through trackage rights on SP, the Great Northern gained access to Klamath Falls, and by 1931, the GN

realized its goal of linking the line to the Western Pacific at Bieber, 89 miles from Klamath Falls.

To this day, the "Inside Gateway," as it's known, has never handled the amount of traffic that was initially envisioned. At present, BN sends two daily freights each way between Wishram and Klamath Falls. Southbound 671 and 681 originate from Pasco and Portland respectively, and counterpart trains 672 and 682 move northward from Klamath Falls

South of Klamath Falls, the BN operates one train — symboled as a local — to Bieber, where it exchanges with the Union Pacific.

The Burlington Northern hauls mostly lumber and wood products and also handles some intermodal business on the line. Motive power on the route includes the usual SD40-2s plus a variety of GP units and the cabless GE B30-7As. Long gone are the SP&S Alco Century 636s, 424s and 425s that once shared this line with FA's and RS3s.

Main Line Railroading in Oregon

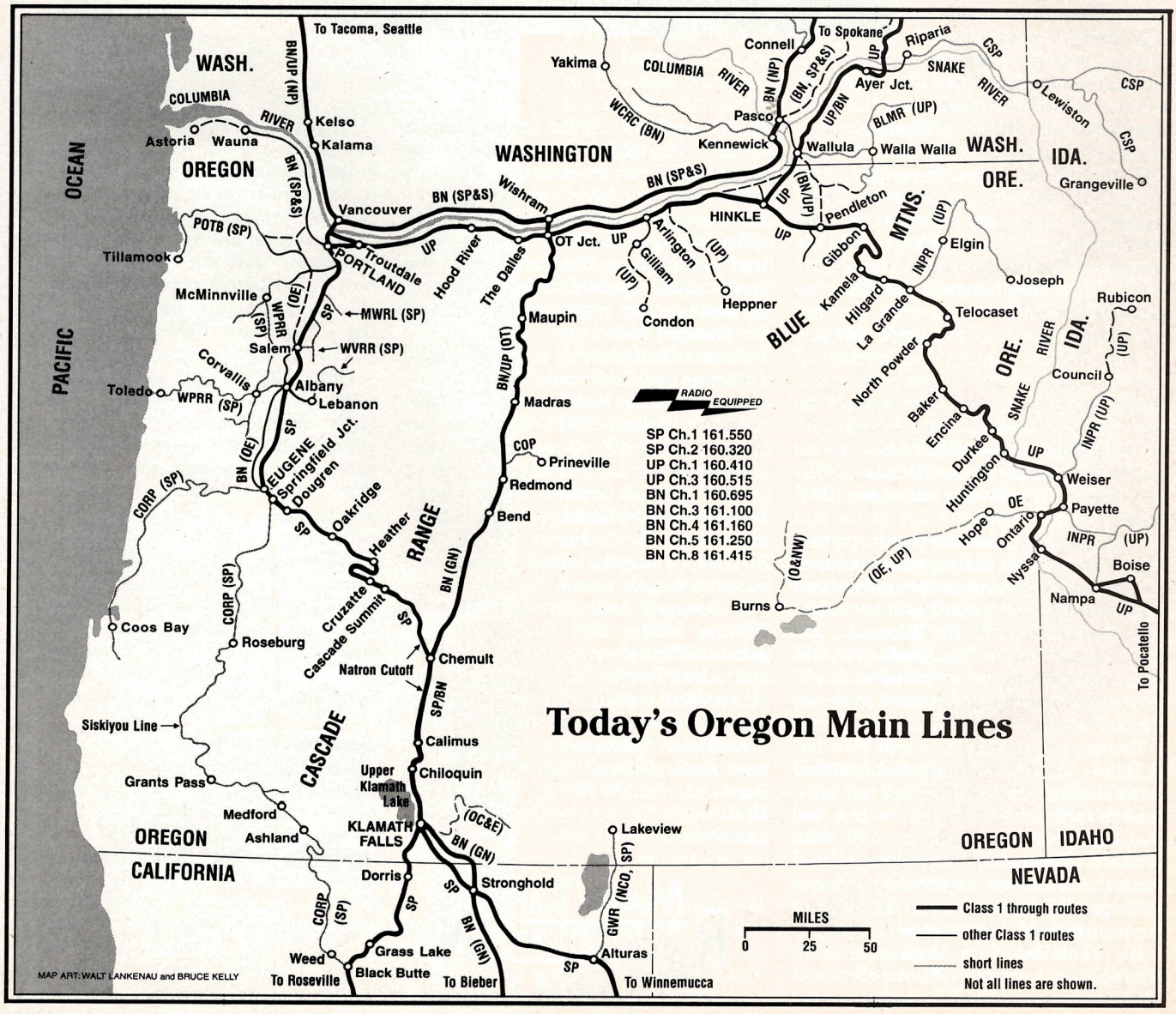
Union Pacific

UP predecessors Oregon Short Line Railroad and the Oregon-Washington Railway & Navigation Company joined segments in eastern Oregon during the mid-1880s to form what is now a very busy corridor between Seattle/Portland and Granger, Wyoming, where it meets UP's main line funnel to Cheyenne.

Across the Willamette River from BN's Lake Yard in Portland is Union Pacific's Albina Yard, where the nation's second largest railroad can send traffic north to Seattle or to points east on its route through the Columbia Gorge on the Oregon side of the river. Leaving Portland, UP trains can exit either end of Albina Yard to go east. The south line out of Albina meets the north line at Troutdale, 16 miles east of the city. (The north line from Albina to Troutdale is about four miles longer.)

From Troutdale, the main darts through Cascade Locks and Hood River before reaching The Dalles — a 60-mile stretch. Just west of The Dalles, the single main turns to double track and stays that way for some 20 miles. Leaving The Dalles, the railroad consumes ten miles to Oregon Trunk Junction (generally referred to as OT Junction), where UP's Bend Branch splits off the main and merges with BN's line to Bieber. Union Pacific has trackage rights over the BN to Bend and operates a local train on the route.

From OT Junction to Hinkle (a distance of 90 miles), UP has fast track with a maximum speed limit set at 70 m.p.h. Hinkle is the site of UP's huge and very impressive automated classification yard. Dedicated on June



TWO PHOTOS: T.O. REPP

23, 1978, Hinkle Yard handles 25 to 30 daily trains and also marks the southern end of UP's main line to Spokane, Washington, and Eastport, Idaho, where the railroad interchanges with CP Rail System.

Continuing east from Hinkle, UP follows the Umatilla River for 30 miles to Pendleton and runs an additional 21 miles to a little spot known as Gibbon, where the rails turn south to climb the west slopes of the Blue Mountains. The distance to the summit at Kamela is roughly 34 miles, and a 2% ruling grade exists on the last 13 miles. Once over the summit, trains descend a 2.2% grade for eleven miles to Hilgard. This is the steepest part of the Blue Mountains. The line bends around a few curves before coming into LaGrande, which is seven-and-a-half miles downhill from Hilgard. The last four miles are double-tracked.

It should be noted here that the Union Pacific is trying to ease congestion on the mountain by completing a double-track project. At one point, the railroad entertained the idea of tunneling beneath the Blues to expedite traffic.

Situated on the west side of the Grande Ronde Valley, LaGrande is ranch country and home to some 12,000 people. It used to be home to UP's Joseph Branch — now operated by the Idaho Northern & Pacific as far as the town of Elgin. LaGrande is also the base for helper operations over the Blues.

With one hill down and two to go, the double-track UP main, which comes back to single track just five miles east of LaGrande, heads southeast to tackle the second summit at Telocaset, 22 miles out of town. The grade is 1.5% uphill for the last ten miles and 1% down the eastern side for nine miles to North Powder.

Twenty miles east of North Powder at Baker, the UP starts its climb to the third summit at Encina. This ten-mile stretch includes a 1.5% grade, but the real test comes on the downhill side between Encina and Durkee. This section is 17 miles long and includes a 2.2% grade, as well as a fascinating horseshoe curve just west of Durkee.

It's 21 miles from Durkee east to Huntington, and a couple of miles east of Huntington, the UP main jumps across the Snake River into Idaho. In general, the line follows the river southward for approximately 40 miles before heading back into Oregon at Ontario. The route continues south out of Ontario for more than ten miles, and finally at Nyssa, the rails cross the Snake River again and leave Oregon for good on the way east to Caldwell and Nampa, Idaho.

There's hardly a dull moment on the Portland and LaGrande Subdivisions of the Union Pacific. The parade includes hotshot TOFC/COFC trains between Seattle/Portland and Chicago; general merchandise freights running Seattle-Hinkle, Seattle-North Platte, Portland-Hinkle, Hinkle-Nampa, Hinkle-Pocatello, Hinkle-North Platte and Hinkle-Los Angeles; double-stack container trains between Seattle/Tacoma and Chicago for shippers APL, Maersk, K-Line, Mitsui and Evergreen; and grain traffic between the central U. S . and the Pacific Northwest. Other commodities that ride UP rails in Oregon include soda ash, autos and fruit.

Amtrak's *Pioneer* races east and west three days a week with stops in Portland, Hood River, The Dalles, Hinkle, Pendleton, LaGrande, Baker and Ontario.

Helper service exists in the Blue Mountain region, but things aren't quite as dramatic as in years past. Two to five mid-train helpers used to be a common practice on the line, but now, two-unit pushers are used on most of the trains that need assistance. UP's new "distributed power" radio-control slave sets have also been working over the Blues since 1994 on some of the heavier trains.

Unlike its railroad neighbors to the north, Union Pacific is not afraid to show off its new power. Wide-nosed safety cab C40-8s and SD60Ms, plus the regular, "spartan cab" versions of those units, dominate the big yellow scene. There are still lots of SD40-2s around, plus a few C30-7s. GP38s handle many of the UP locals and much of the yard work, and you may find them in a main line consist. Anything is possible on the UP, and pool power from C&NW and SP is common. CSX, NS, Conrail, BN, Soo Line and others can be seen, too.

Southern Pacific

The last great train robbery of the old West ... 4449 ... black widows ... SD9s ... grey and red tunnel motors ... branches ... semaphores on the Siskiyou Line. The strongest images of Oregon railroading are associated with the Southern Pacific. Its Oregon connection began when the California & Oregon Railroad (which was acquired by the Central Pacific in 1870) built a line north through northern California and

MAIN LINE RAILROADING IN OREGON

southern Oregon. By late 1887, the railroad had reached the southwestern Oregon town of Ashland, where it met the Oregon & California Railroad (acquired by the SP at that time) which had built a line south from Portland.

In 1909, the SP built from Black Butte, California, to Klamath Falls, then in 1926 the railroad completed its line from Eugene to Klamath Falls. This main, known as the Natron Cutoff, turned out to be a much better route for the SP, with easier grades and curves than its older Siskiyou Line to the west. SP also built rails in a southeastern direction out of Klamath Falls to connect with the Overland Route in Nevada.

In addition to the storied main lines, several branch lines grew out of the trunk between Eugene and Portland. With all of this freight activity, SP seemed to be *the* railroad of Oregon. Lately, that has changed because SP has spun its branches off to new short line operators. Now, SP's map through the state looks pretty much like it did in 1887, with a simple main line running north and south.

From Brooklyn Yard on the south side of Portland, the SP main takes off for the state capital of Salem 49 miles away. Another 68 miles brings the line to Eugene, which served as the hub for SP operations in the state. Just south of the yard, SP's old Coos Bay Branch heads west out to the Oregon coast, and five miles ahead at Springfield Junction is where the Siskiyou Line makes its way south. The Coos Bay and Siskiyou lines were turned over to the Central Oregon & Pacific on December 31, 1994.

To the east, SP must conquer the Cascade Mountains via Willamette Pass. The 40-mile cruise southward from Springfield Junction to the town of Oakridge isn't too bad as no grade is greater than 0.8%. But, from Oakridge to Cascade Summit, it's a different story. Eight miles out of Oakridge, the grade rises to a maximum 1.8%, and from there on, it's never less than 1.5%. Just past Heather siding (16 miles from Oakridge), this unique main line makes a U-turn over Highway 58 and Salt Creek and travels back westward while climbing the side of the hill. Seven miles up, the line rounds another horseshoe curve through Tunnel 16 and then clings to the side of the mountains for the remaining 19 miles to Cascade Summit.

The SP actually conquers the Cascades at Pengra Pass, which is about a mile south of Willamette Pass. State Highway 58 uses Willamette Pass, but the Willamette name is generally applied to the railroad's crossing of the mountain as well.

The SP main is basically flat for the next 33 miles to Chemult. The same is true for the final 74 miles to Klamath Falls, although there is a noticeable nine-mile drop of between 0.6% and 0.8% from Calimus siding to Chiloquin.

The SP main exits Oregon 15 miles south of Klamath Falls and eventually connects with the Siskiyou Line at Black Butte, California.

As mentioned in the beginning, the traffic scene on the Southern Pacific has changed. Heavy freights are still entering and leaving the state, but SP is quickly developing a reputation for moving Interstate 5 truck traffic in an effective manner. Schneider, May, J.B. Hunt, Dole and Interstate are just some of the names that have jumped aboard SP's highway on rails between Portland and Los Angeles. The fastest of these high-priority movements are the *Pacific Coast Express* trains which are running just as fast as Amtrak. There's also TOFC/COFC service between Oakland and Portland.

Amtrak's northbound *Coast Starlight* runs the length of the state during daylight hours, while the southbound version dashes south from Portland to Eugene in the afternoon and makes its way over the Cascade Mountains during the evening. Stops include Portland, Salem, Albany, Eugene, Chemult and Klamath Falls.

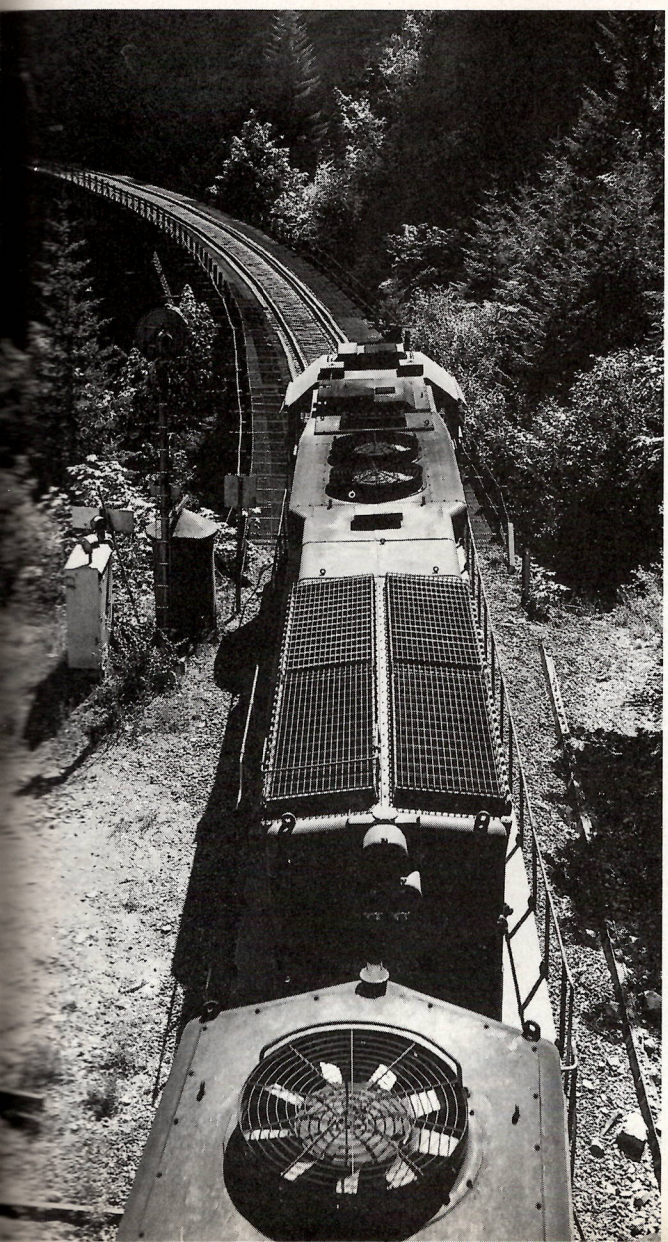
The Cascade Line is a helper district, and SP will often cut in five-unit helper sets at mid-train. The location where helpers are added may vary between Eugene and Oakridge, although Dougren (17 miles east of Eugene) is a popular spot. After being cut out at the summit or a little beyond, helpers usually return light but will occasionally assist a downhill freight.

A wide variety of power can be seen on the some 20 daily trains on SP's main line. SD40T-2s, SD45T-2s, GP60s, GP40s, B39-8s, B40-8s, SD40s, rebuilt SD45s and the new wide-cab GE and EMD units are most common. SD9s and all of Rio Grande's various units are constantly roaming around, and if that isn't enough, UP and BN units are frequent visitors, as are many leased units wearing different paint schemes. CSX, Conrail, NS, Illinois Central and Montana Rail Link can be seen as well. Those who love to photograph wild consists know that SP never met a foreign unit it didn't like.

Central Oregon & Pacific

As for the Siskiyou Line, RailTex of San Antonio acquired it last November, and subsidiary Central Oregon & Pacific Railroad now moves freight over the rollercoaster route which runs southward from Springfield Junction through Roseburg, Medford and Ashland, Oregon, to Weed, Calif., near Black Butte (300 miles). The CO&P's greatest challenge, of course, is getting

ON THE OREGON TRUNK, an SD40-2 and GP35 take BN freight south over the Deschutes River (**left**) near Oakbrook on July 18, 1990. On August 25, 1982, between Cruzatte and Frazier, SP helpers descend the Cascades (**below**) between tunnels 7 and 8.



MAIN LINE RAILROADING IN OREGON

over the Siskiyou Mountains south of Ashland, where grades in excess of 3% exist in a few places.

If you're interested in Siskiyou Line operations, it's reported that the CO&P has big plans to move freight over the line and restore through-train service (May 1995 RAILNEWS). Interstate 5 follows the route from Eugene to Ashland, and Roseburg, Grants Pass, Medford and Ashland are good places to stay. There are still a few semaphore signals in place, but they are disappearing fast!

Oregon Railfanning

A great resource for railfanning in this region is the *Oregon Atlas and Gazetteer* put out by DeLorme Mapping. The atlas is nicely detailed and sells for $15.00 or less at most books stores. Or, order direct with your credit card by calling 800/227-1656.

Interstate 84 follows the Union Pacific from Portland all the way east to Ontario. The freeway parallels the main through the Columbia River Gorge out to Hinkle. From Hinkle to Ontario, there are many places where the railroad is separated from the freeway, but there are many other roads that follow the rails. Hood River, The Dalles, Pendleton, LaGrande, Baker and Ontario are good places to stay, and the first two locations are close to Burlington Northern main line action on the northern banks of the Columbia River.

To watch the Southern Pacific, use Interstate 5 from Portland to Eugene, or better yet, you'll be next to the main using Highway 99E (Pacific Highway). Out of Eugene, take Highway 58 (Willamette Highway) over Willamette Pass. East of Oakridge, you'll definitely want a detailed map, and a four-wheel drive vehicle is recommended if you use the National Forest Development Roads to train watch at the remote sidings of Wicopee, Fields, Frazier, Cruzatte and Abernethy. Highway 58 meets Highway 97 north of Chemult, and 97 parallels the railroad to Klamath Falls and the Oregon/California border. Eugene, Oakridge and Klamath Falls are best for accommodations, and there are plenty of camping spots in the Cascades.

If you want to capture the Burlington Northern in action, follow Highway 97 north from Klamath Falls to Bend, Redmond and Madras. At Madras, the railroad splits away from the highway, and several miles north, you may want to take Highway 197 to Maupin, where the road meets the rails and the Deschutes River. North of Maupin, Highway 216 (Sherars Bridge Highway) leads back to the river. Continuing north on 197 will eventually lead you to The Dalles and the Columbia River Gorge. From there,

T.O. REPP

take Interstate 84 east to Oregon Trunk Junction, where the rails connect with the UP and BN main lines. Bend provides the best accommodations, and remember that UP also operates a freight on the line from Bend northward.

Oregon is a great place to visit any time of year. In the winter, it's very wet in the western half of the state and cold in the eastern half and through the Gorge. Late spring through early fall may be best for rail photographers. The days are long, and the weather is generally cooperative.

Back on the hill at Cruzatte, SP 8520 makes its way up to Abernethy and Cascade Summit while detectors below are being set off by another uphill freight, this one led by a D&RGW unit.

Yes, Oregon railroading has changed. Most of the UP, SP and BN branch lines have been sold off or abandoned. And, on the main lines, not only do we see more time-sensitive freights and different units, the wait between trains isn't as long as it used to be.

DURKEE LOOP is circumnavigated by a westbound UP train approaching the Blue Mountains on June 16, 1984 (**left**). Three Dash 8-40Cs take UP trailers west through Gresham on February 25, 1990, (**below**) with Mt. Hood looming in the distance. On SP's Cascade main, three units climb across Salt Creek Trestle (**above**) on October 13, 1994, and two P32-8BWHs take Amtrak's *Coast Starlight* through Fields (**bottom**) on July 3, 1994.

THREE KODACHROMES: KEITH E. ARDINGER

Branch Line to Fame

by Thomas D. Dressler

When eminent rail photographer O. Winston Link ventured into N&W country during the late 1950s for his famous series of steam portraits, he was captivated by the Abingdon Branch and its "Virginia Creeper" mixed train. Thanks to Link's photo story in the July 1957 *Trains* Magazine, this branch off the Radford Division, which at 3577 feet of altitude, reached the highest elevation of any passenger-carrying rails east of the Rockies, was soon famous for its scenery and 4-8-0s.

However, it was not Winston Link who "discovered" the Abingdon Branch; the first publicity about the line was in a story by H. Reid and August Thieme in the October 1952 *Trains & Travel* entitled "Here Comes the Train." The four-page article featured a ride behind 4-8-0 495 and included a couple of classic scenes. Railfans were so rare down there at the time that the Railway Express messenger thought that the train-chasing Reid and Thieme were hold-up men casing a job! While a few alert *Trains* readers picked up on the story and began to visit the line, it wasn't until Link's coverage that it achieved its "legendary" status.

Tonnage ratings for an M on the Abingdon Branch operating on mixed trains 201 and 202 was restricted to 325 tons between Taylor's Valley and White Top southbound and 350 tons northbound between White Top and West Jefferson — doubleheading was required if the freight cars exceeded five (a red combine and coach were a normal part of the consist). When the smaller Class C 2-8-0s were used on this line, tonnage was one-third less.

Incidentally, the local mountain is "White Top," two words, while the N&W employees timetable showed the station at Milepost 33.6 as "Whitetop," one word — but the building itself was lettered WHITE TOP, two words! It is also

KODACHROMES: ROBERT F. COLLINS, EXCEPT AS NOTED

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PHOTOGRAPHER BOB COLLINS caught some classic action views of the Abingdon Branch on September 7, 1957, as 4-8-0 429 on southbound Mixed 201 passed a church (**left**) in Damascus, Virginia, and 14.4 miles and 1246 feet of elevation later, approached the depot at Green Cove (**above**). on a 3% upgrade. The 429 turned at West Jefferson and was headed home for Abingdon and Bristol (**below**) with Mixed 202 at White Top later that afternoon.

unusual that the line to West Jefferson was listed in the timetable as the "Abingdon Branch," named after its point of departure from the Radford Division main line. The "Blacksburg Branch" out of Christiansburg, on the other hand, followed the traditional style of naming a branch for its destination.

Because of the altitude and occasionally dry farm and forest land along the Abingdon Branch, the 4-8-0s assigned there (382, 396, 429 and 495) were equipped with large "sunflower" or "flanged stack" cinder screens, which gave the locomotives a distinctly antique appearance in spite of modern, centered headlights on some of them. The Blacksburg engines had much smaller and less noticeable cinder caps.

Even though GP9s replaced the 4-8-0s in December of 1957, the legend of the Abingdon Branch continued to grow with the 1958 release of Link's record album, "*The Fading Giant*," which captured the sounds of the 4-8-0s for the generation that just missed the steam in person. While the mixed was discontinued in 1963, Geeps continued to handle a weekly local freight over the branch until 1977. Today, 4-8-0 433 rests on display under a protective roof alongside the branch right-of-way at the edge of Abingdon. It is one of only two M's that survived beyond 1958.

The ultimate survivor: 475

Perhaps the most memorable M was the 475, assigned to the Blacksburg Branch out of Christiansburg. Early in 1957, to celebrate the 75th anniversary of N&W predecessor Shenandoah Valley, the N&W dressed the 475 with fake diamond stack, older style headlight and brass boiler bands and replaced its large Class 12-B 12,000-gallon tender with a smaller USRA one-piece, cast steel, open-bottom N&W Class 10-A, 16-ton, 10,000-gallon tank. She was displayed at several locations in Shenandoah Valley lettering and then returned to N&W identity to lead a railfan triple-header on the Blacksburg Branch with sister M's 449 and 405 in September 1957. The 405 pulled the last steam-powered Blacksburg train on July 25, 1958, and the branch was abandoned on August 9 after only two weeks of diesel operation.

The 475 had been chosen because she was in excellent condition and was one of the smallest, lightest and oldest locomotives available. The much smaller Class G1 2-8-0s numbers 6 and 7, used on the Honaker Branch, had been donated for permanent display in 1955 to Roanoke and Bluefield, respectively. The 475 was the last M to receive class repairs, having had new flues and lagging applied on June 18, 1957.

The 475 was held by the N&W for a short time for display and then sold to an individual in Holsopple, Pa., where she sat for many years before being sold to the Illinois Railway Museum and then to the Boone & Scenic Valley in Iowa, where she was rendered surplus by a brand new Chinese 2-8-2 in 1989.

On January 1, 1991, the 475 was purchased by the Strasburg Rail Road in Pennsylvania, where she was overhauled and returned to service — but that's our story for next month!

THE ABINGDON BRANCH was noted for its many bridges, including the trestle at Clear Creek Junction (**above**), where Mixed 201 was seen on September 7, 1957. Later that day, the 429 was heading home with Mixed 202 (**below**) at Smethport, N.C. Strasburg Rail Road survivor 475 (**bottom**) was working a photo freight at Leaman Place, Pa., on May 20, 1995.

FUJI VELVIA: JIM BOYD

Markers

BY JIM BOYD

O. Winston Link on the Abingdon Branch

When O. Winston Link was doing his marathon photographic project on Norfolk & Western steam in the late 1950s, his efforts were devoted primarily to night work, where he could "control" the light and create dramatic scenes out of the otherwise ordinary. But Winston fell in love with the rural charm of the Abingdon Branch, with its 4-8-0s, mixed trains and folksy surroundings — and the Abingdon Branch did not run at night! As a result, his N&W photo coverage seems to be divided into two distinctly different fields of work: action at night and the Abingdon Branch in daytime.

While the night work has already been the subject of an N&W-sponsored softcover book (*"Night Trick,"* 1957) and a magnificent coffee table hardcover (*Steam, Steel & Stars*, 1987, recently released and currently available in softcover at $19.95), his Abingdon coverage was limited to a *Trains* feature in July 1957 and the jacket of his *The Fading Giant* record album. Until now.

This summer, from July 22 through October 1, 1995, the William King Regional Arts Center in Abingdon, Va., will have 25 Link photos on display as part of a black & white exhibit entitled "Tracking Transition: Appalachian Landscape Photography (1955-1995)." The Link collection will be in the United Company Gallery at the Arts Center at 415 Academy Drive in Abingdon. The hours are Saturday 10:00 a.m.-3:00 p.m.; Sunday 1:00-5:00 p.m.; closed Monday; Tuesday, Thursday and Friday 10:00 a.m.-5:00 p.m. and Wednesday 10:00 a.m. to 9:00 p.m. Admission is free. Major funding for the project was provided by Norfolk Southern Corporation and the United Company.

Many of the photos of the Abingdon Branch in the exhibit have never been published before but will be included in Link's second book, *The Last Steam Railroad in America*, which will be available October 1, 1995, for $49.50 through major book stores (it will be distributed to retailers from Harry N. Abrams, Inc., 100 Fifth Avenue, New York, NY 10011, and we encourage you to ask your local book store or hobby dealer to stock it). Winston tells us that it includes an extensive section on the Abingdon Branch as well as a wealth of never-before-seen night work and some fascinating day/night comparison images, and a surprise look at some of his non-N&W railroad work. Winston's long-time friend Tom Garver wrote the text, and the 144-page oversize-format book includes 100 black & white and 24 color photos.

Geeps on the Abingdon Branch

Back in April 1974 RAILROAD MODEL CRAFTSMAN editor Tony Koester and I made a trip to photograph the N&W's Abingdon Branch, which at that time was running "daily except Sunday, Monday, Tuesday, Wednesday, Friday and Saturday" with GP9s on a local freight with a caboose instead of a mixed with a combine. The story of our trip was written up in the September 1975 issue of RMC under Tony's byline and the title "Reflections on the Abingdon Branch." The eight-page article includes some interesting steam/diesel comparison photos in black & white and color and a complete description of every car on the train that day, what it carried and where it went. At that time we never imagined that we'd ever see an N&W 4-8-0 in service like we have today with the 475 on the Strasburg Rail Road.

THE DEPOT ATTIC AT STRASBURG
209 GAP ROAD, ROUTE 741
STRASBURG, PA 17579

DRESSEL RAILWAY LAMP & SIGNAL CO. 1926 CATALOG OF RAILWAY LIGHTING EQUIPMENT. Reprinted & annotated by Dreimiller. Great reference!$21.95
Santa Fe "Mimbreno" oval platter, 9-3/8 inches, made by Syracuse, full B/M, VG $145
DL&W "Zephyr" teaspoon, 6-1/4", good used $30
D&RGW Pueblo Div. employee TT #163 7/6/52 shows narrow gauge service Alamosa-Chama, Chama-Durango; Farminton/Silverton Branches, VG ..$10
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Have a heart!

Over the past year I had begun to notice that I would get very tired if I tried to walk too fast or exert myself too much. Being 53 years old and not exactly in the best physical shape, I wrote it off to middle age. One of my diving friends, a doctor, strongly suggested that I take a treadmill "stress test" to check my heart condition; my regular doctor agreed.

On April 10 I went in for the stress test, which went "abnormal" at the high end, and I was rolled out in an ambulance as a cardiac patient — the ambulance ride was all of 200 yards from 101 Madison Avenue to 100 Madison Avenue, the Morristown Memorial Hospital, right across the street! A week of testing revealed some arterial blockage that resulted in a triple-bypass heart operation the following week. I was very lucky in that I'd never had a heart attack, and there was no muscle damage — but the doctor said that the next warning I would have gotten could have been sudden death.

Five days after the operation I was out of the hospital and on my way home and back to work on a reduced schedule within a week. Mike and Bruce did an excellent job of getting out the July issue in my absence.

My recovery has been amazingly swift. In mid-May I spent the entire Baldwin Field Day on my feet and felt great at the end of a very long session. The increase in energy was evident immediately after the operation, and I feel better now than I have in a couple of years.

I wouldn't volunteer to do it again, but the whole thing has been a surprisingly uplifting experience. I'm already changing my diet (I *really do* like "grilled chicken breast" and am thankful that the nearest Steak 'n' Shake is over 600 miles away) and will be developing a workable exercise program. I got my "wake-up call" and feel like they just handed me another 20 years of life. It's a remarkable gift, and I have every intention of making the best of it.

My thanks to all of you who sent cards and messages. One of my favorites carried the return address, "Wake Hoaglund; 1027 N. 7th Street; Milwaukee, WI 53233." The card said, "So your body has finally realized what your friends have known for years: You're Sick!" It was signed by the entire *Trains* Magazine staff ("Wake Hoaglund" was a pen name used occasionally by their late editor David P. Morgan). Of course, Hal and Phyllis Carstens sent me a *Far Side* card showing a burning building about to plunge over a waterfall and the comforting message: "Don't worry about the office!"

The "Baldwin Field Day"

Upwards of 200 railfans invaded the Pureland Industrial Park in Bridgeport, N.J. (south of Camden), on May 13, 1995, to photograph two genuine Baldwin switchers in their natural working environment. Both are employed by SMS Rail Service which operates Pureland's two-plus miles of track. (We featured SMS in our March 1995 issue.) The occasion was a "Baldwin Field Day" (BFD), sponsored by R&R and the northern New Jersey-based *Railpace* Newsmagazine, who split the cost of the crew's wages for a day, while SMS supplied the fuel and plenty of cooperation. The admission was free, and the photo stops were chosen and groomed by *Railpace*'s Carl Perelman and R&R's Mike Del Vecchio.

The SMS Baldwins are two DS4-4-1000s: the 1293 (built as Copper Range 101 in 1947) and the 1494 (built as PRR 9069 in 1949). While both are 1000-h.p. DS4-4-1000s, the older 1293's prime mover is an eight-cylinder, normally aspirated engine that exhausts through four individual carbody stacks. Units of this style were commonly called "church-organ Baldwins," and when they idle, you can see the exhaust puffing from the alternating stacks like a 1000-h.p. calliope burbling out the music of Eddystone. The 1494 has a newer six cylinder, turbo-charged engine that exhausts out of one stack, like the more popular S12s.

Railfanning is:

Wondering how Homer Hill got a room with a view of NJ Transit's commuter line at Morristown Hospital while you got a view of the parking lot.

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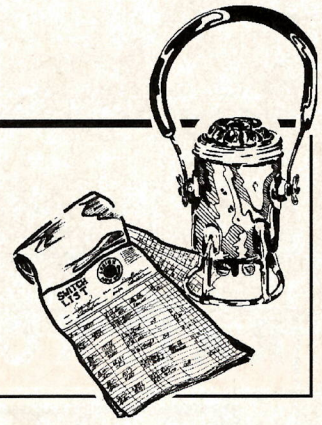

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Since the best lighting on SMS is in the afternoon, the day was to begin at 2:00 p.m. We had planned four settings of about an hour each, and there was lots of room for adjustment. SMS took advantage of the event and invited their present and potential customers for a picnic before the BFD crowd arrived, and the picnic food was then available all day at reasonable prices.

As the event began, SMS general manager Jeff Sutch informed us that Heritage Bag would need a "drill" at 2:00 p.m. This was revenue work and just the thing to turn a railfan day into legitimate railroading. The 1293 disappeared to work Heritage, and when it reappeared we turned that episode into a photo pose while the 1494 put our photo train together. Later, a run to the interchange with more "live" freight provided other photo opportunities.

Improvising for the sake of photos was the name of the game. At Yokohama Tire, a string of tank cars blocked the planned shot. When the photo freight arrived, the Baldwins shoved the tank cars into the Yokohama siding, posing for photos in the process. They returned to the photo train for two more poses, and a potential annoyance was turned into another photo opportunity.

The next location was a clean, three-quarter lit wedge in an open field. In bright sunshine, they pulled our ten-car train with the brakes applied just enough to make those Baldwins bark. We all heard, first hand, that a working Baldwin doesn't increase much in r.p.m.s — the engine just gets louder!

At another location we split the pair and had the 1494 head onto the Day Products siding while the 1293 remained on the main with our train. After that, the SMS crews wanted to break for dinner, so we assembled the Baldwins in a nose-to-nose pose in honor of the Sierra Railroad, the well-known and recently sold California gold country short line which was famous for running its Baldwin S12s "glass ends out." The nose-coupled pose was held throughout the dinner break, and then the units were again reversed to be back-to-back. The train headed to the runaround track at Johnson & Johnson where the pair was again split and posed together on separate trains. Side-by-side runbys were held for the videographers.

The night shots took place at Johnson & Johnson and near the Sharptown Road crossing. The assemblage of Lumedyne high-power strobes was our biggest yet,

next in month RAILFAN & RAILROAD

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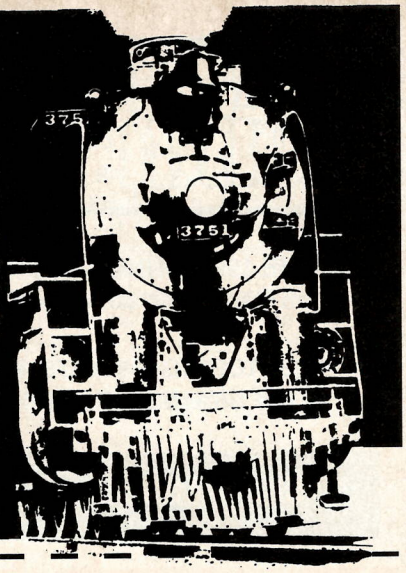

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with units owned by Mike Del Vecchio; Kermit Geary, Jr.: John Tully; Steve Barry and Fred Jones. The photo line had over 50 people.

General Manager Jeff Sutch says that SMS enjoyed the day as much as the railfans did. He also reported that SMS has purchased yet a third Baldwin switcher (1200-h.p. S12 No.17, a former U.S. Navy unit, from the Smoky Hill Railway Museum near Kansas City. Also (you heard it here first), SMS is seriously negotiating to purchase all three of the former-Trona six-motor Baldwins at Johnston Terminals in Muskogee, Oklahoma. Pureland Industrial Park — America's largest industrial park, with more than half of its 4000 acres developed and rented — could become the last bastion of Baldwin power.

Future "field days" are being considered on other roads, and we know that another BFD is being negotiated, this time with the Sierra Pacific Coast Railway, new owners of the old Sierra (see June '95 RAILNEWS). Plans are to run at least two of the three Sierra Baldwins on a photo freight.

As for SMS, the photographers cleaned up on May 13th, and by late in the afternoon some folks were asking where to buy more film — a sure sign of a successful event. So, there at Bridgeport, virtually in the shadows of Baldwin's Eddystone factory where the SMS units were built (just across the Delaware River), a pair of Baldwins couldn't have burbled for a more appreciative audience.

RAILFAN & RAILROAD Advertising Index for August 1995

A-B

Advanced Print and Video 24
B.R.M.N.A. 14
Barnard, Roberts & Co. 9
Berkshire Rail Products 61
Black Hills Central Railroad 10
The Book Depot 30,31

C

Cajon Rail Products 15
Camp Five 11
D. Carlton Railbooks 19
Carstens Publications, Inc. 10,12,20,16,26
Central Electric Railfan's Association 6
Charly's Slides 33
Colorado Railroad Museum 65
Conway Scenic Railroad 11
Crossroads Village ....

D-E-F

Dennison Railroad Depot 10
The Depot Attic 32
The Depot Attic at Strassburg 61
DPA-LTA Enterprises, Inc. 24
Durango and Silverton Railroad 10
Fallen Flags 33
Four Ways West Publishing 16

G

G. Train Video Productions 18
Gemco 61
Golden Spike Enterprises 24
Goodheart Productions 27
Green Mountain Railroad 11
Greg Scholl Video Productions 17
L.V. Grogan 33

H

Henry Ford Museum and Greenfield Village 11
Herron Rail Services 13
Hi-Iron Railroad Videos 61

I-J-K-L

Identity Check Company 18
JMJ Productions 19
KL&L 24
Ladd Publications 18
Larason Hat Co. 24
Carleton F. Loucks 34

M

Maine Narrow Gauge Railroad & Museum 11
Manitou & Pikes Peaks Railway 11
McMillan Publications 25
Morning Sun Books 9

N-O-P-Q

National Railway Historical Society 24
Neff Video Productions ....Cover III
Nestle's Railroadiana 24
Old Line Graphics 10
Pacific Fast Mail 7
Pacific Limited 8
Pentrex ....9,Cover IV
Perry's Hobbies 8
Plets Express 35

R

RS Enterprises 24
Rail Plaque 22
Railcom 9
Railfan & Railroad 64
Railroad Avenue Enterprises 6
Railroad Research Publications 29
Railroad Video Productions 21
Railroad Video Quarterly 22
Railroadians of America 22
Rails 'N' Shafts 23
Railway & Locomotive Historical Society 32
Raritan Bay Hobbies 7
Reading Blue Mountain & Northern Railroad 11
Revelation Audio-Visuals 22
W.N. Rich 32
Ben Rohrbeck 33
RomRail 29
Ron's Books 3
Roogalator, Ltd. 9

S

Santa Fe Southern Railroad 11
Scanner World 34
Greg Scholl Video Productions 17
Schrader Enterprises 33
The Short Line 24
Signature Press 14
Smith-Thompson 19
Southeastern Hobbies 33
Sunday River Productions ....Cover II

T-U

TLC Publishing 32
Tivoli Travel 61
Trackside Video 29
The Train Station 18
Transit Gloria Mundi 35

V-W-Y

Vintage Views 61
Virginia Museum of Transportation 10
Wallin's Slide Approvals 32
Yolo Shortline 11

RAILFAN & RAILROAD'S

Baldwin Field Day

FUJI VELVIA: JIM BOYD

BELOW and BOTTOM KODACHROMES: MIKE DEL VECCHIO

LUNACHROME: SCOTT SNELL

LUMEDYNE NIGHT LIGHTING BY MIKE DEL VECCHIO, KERMIT GEARY, Jr., JOHN TULLY, STEVE BARRY and FRED JONES

SMS RAIL SERVICE was visited by nearly 200 railfans on May 13, 1995, during the "Baldwin Field Day" sponsored by R&R and northern New Jersey-based *Railpace* Newsmagazine. SMS' rare pair of pristine DS4-4-1000s were run individually and doubleheaded on freight trains throughout the Pureland Industrial Park's two miles of track. The consist was split to "work" the Day Products plant (**top**) and then coupled nose-to-nose "Sierra style" at Sharptown Road (**above**) to honor the famous California short line. After dark, the two Baldwins posed on the runaround (**below**) and later at Sharptown Road (**right**) as the full moon was rising (a double exposure). See MARKERS.

FUJI VELVIA: JIM BOYD

AL BRIEGEL is the SMS master mechanic and the reason these Baldwins are in such great shape. Al retired from U.S. Steel's Fairless Works in Morrisville, Pa., where he maintained a fleet of nearly a dozen Baldwin switchers. Al and most of the SMS team also worked on the New Hope & Ivyland.

KODACHROME: VINCENT J. PORRECA

THE CSX PAINT SCHEME has shown up in two unlikely situations. On March 27, 1995, former CSX GP38-2 2596 (nee-L&N 4086) was at San Manuel, Arizona, (**above**) working for new owner Magma Copper as their No. 3A. At Miami's Hialeah Yard on March 17th, CSX GP38-2 2558 and GP40 6411 were lettered for the "Okeechobee, Sebring & Kissimmee" (**right**) for scenes in the movie *Fair Game* starring Cindy Crawford. See RAILNEWS.

COLOR PRINT: ART MILLER

KODACHROME: STEVE GLISCHINSKI

MINNESOTA COMMERCIAL RS20M 307 was at St. Paul on January 8th. The railroad recently acquired the unit from Wisconsin Central and repainted it in a modified version of the Green Bay & Western livery. The GB&W rostered four of the rebuilt Alcos and was merged into WC in 1993.

KODACHROME: MIKE POHLMAN

KODACHROME: KEITH E. ARDINGER

FORMER C&IM SD38s 2800 and 2801 were on the hump at North Platte Yard on April 6, 1995, enjoying their first day of work for new owner UP. See RAILNEWS.

Railnews

ATLANTIC COAST LINE still lives in Trenton, Florida, where ACL GP7 100 was resting at the Florida West Coast Railroad home base on April 15th. See RAILNEWS.

NEFF VIDEO PRODUCTION'S SUMMER VIDEO SPECTACULAR!

NEW! **CSX - Voulme 4** - covers the CSX "short line" between Louisville and Cincinnati. Taped in Fall of '94. Edited by Green Frog Productions. Full color, sound, and narration. One hour **$24.95**

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Independence Ltd.-1989- follow the n&w 611 from Cleveland to Bellevue, Ohio where it joins with the NKP #587 to doublehead to Roanoke. Edited by Berkshire Productions. Full color, sound and narration. 90 minutes **$29.95**

Around the Curve & Over the Hill-Witness Conrail's struggle to conquer the Alleghenies from Altoona to Pittsburgh. One hour full color & sound. **$19.95**

CSX in Western Pennsylvania-Coverage of CSX over Sandpatch Grade on the old B&O from Rockwood to Hyndman. One hour, full color & sound. **$19.95**

Juniata Rails-Trackside tour of Conrail's main between Lewistown & Altoona, PA. One hour, full color, and sound **$19.95**

Reading Rails, Part 1-September '92 coverage of the Conrail Main between Harrisburg and Reading, PA. One hour, full color, sound & narration. **$19.95**

NEW! **Reading Rails Part 2**-More coverage of the old "Lebanon Valley Line" between Rutherford Yard and Reading PA. One hour, full color, sound, & narration. Additional footage supplied by Tim Hosey and Walt Berko. **$19.95**

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Chicago's Hot Spots-Visit some of Chicago's favorite railfan spots and see the IHB, BRC, GT, CR, SOO, CP, BN & others. One hour, full color & sound. **$19.95**

BN E-Units - Trackside tour of BN's E-Units on Chicago's Auroa Line. Edited by Railroad Video. Full color & sound. No narration. One hour. **$19.95**

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Feather River Canyon Diesels-Vintage WP and contemporary UP footage from Oroville to Portola, CA. One hour, full color, sound & narration. **$24.95**

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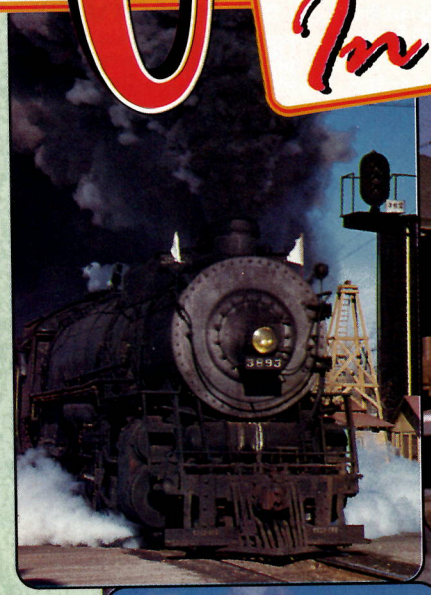

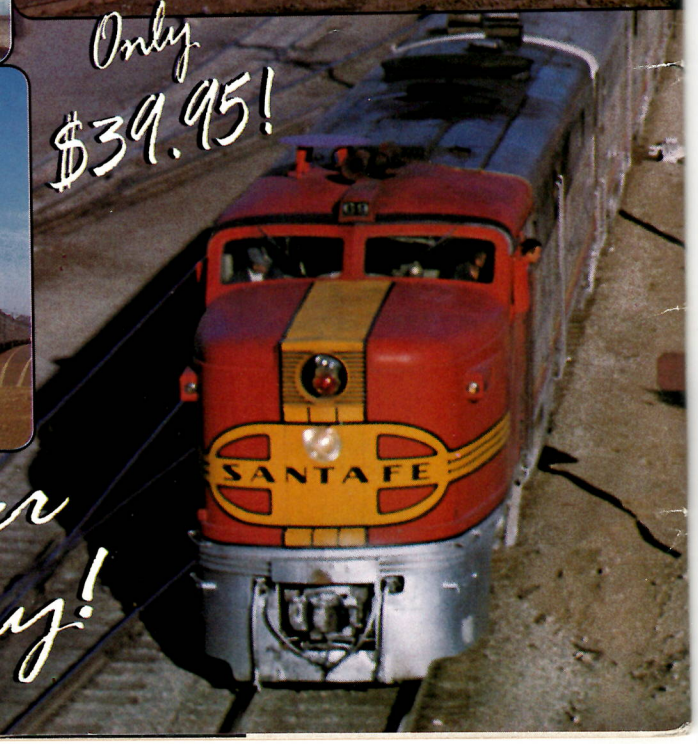

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